

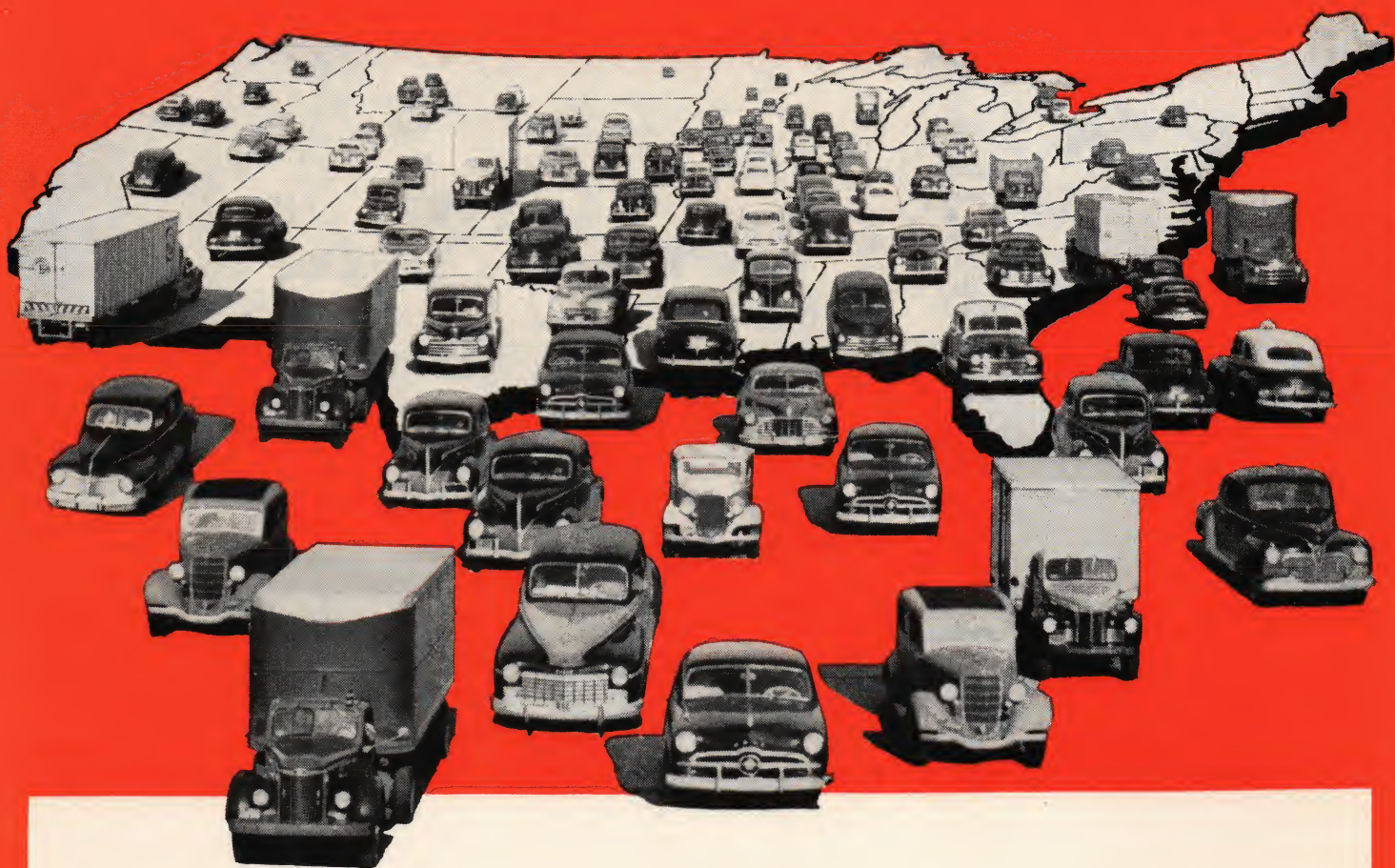
The **T**International **eamster**



MAY 1949



Warehouseman



From **48 STATES**

Vacationists are on our highways

- **Teamsters should set examples
of SAFE DRIVING**

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 46

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No. 5

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Memo: Write Today!

The pay-off pitches will be thrown during the next few weeks of this session of Congress. For labor, it is a period for vital concern.

Teamsters are concerned chiefly with repeal of the Taft-Hartley Act and the Hobbs Act. As long as either of these laws are on the statute books, your union is in real danger of being destroyed.

You can help win the fight for repeal of these measures. Write your Senators and Representatives. Tell your friends to write, too. Let them know public sentiment is against restrictive labor laws.

Time is important. Washington is hot in the Summer and legislators want to end their business and get back home. Let them know things can be pretty warm at home, too, around election time, if they don't keep faith with the voters.

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Timely Remarks

by DANIEL J. TOBIN

Labor Is Being Betrayed

The International Brotherhood of Teamsters has throughout the nation in the last general election supported the Democratic national platform and most of the Democratic candidates. As a matter of fact, there was nothing else that our million members and their families and friends could do except support the declarations of that platform which came out strongly and plainly as a guaranteed pledge of that party that they would stand for full repeal of the Taft-Hartley Law.

Now it seems that from reading newspapers and from information I get from our labor officials in Washington, many of the Democrats are lining up with the enemies of labor against labor and are favoring a policy of "let us forget what we pledged in the platform of the Democratic Party in the Philadelphia Convention of that organization which took place in July, 1948."

The President of the United States, Mr. Truman, is doing what he can to try to get the Democratic Party, now in the majority in both the Senate and the House, to carry out its pledges. Apparently he has not had much success up to now, especially with the reactionary Southern Democrats, many of whom have never been very strong for labor. It is expected that some of those wavering Democrats may see the light in the very near future as they contact the people at home. Of course, while the labor movement is spending money legitimately in educational purposes, every employer or association in our country is spending twenty times more, apparently under the law, to defeat the aims of the trade union movement and to divide the Democratic Party, with the result that the pledges and promises made in Philadelphia may be totally ignored and so mangled and strangled that the chances for repeal of the Taft-Hartley Law will be almost nothing. Labor will have to struggle on,

fighting the best it possibly can—as the picture appears now—shackled as it will be for the next two or three years by the anti-labor legislation that was promoted and placed on the shoulders of labor two or three years ago by the rich manufacturing mongrels of America who have always fought labor with the cleverest and most able members of the legal profession. Many of these men spend the greater part of their time working around Washington, carrying on agitation to the end that labor, free labor, will be hamstrung and shackled for the coming years. This is how the picture looks now. I hope I am wrong in my analysis of the situation. There is an old saying that while there is life there is hope and, again, another saying that hope springs eternal in the human breast, but there is also the old statement of Ben Franklin that, "He that lives upon hopes shall die fasting."

Free Enterprise Endangered

I might make another guess, which is this: If the Democrats refuse to carry out their pledges, the entire picture in Washington may be changed in the next Congressional election, because labor will lose confidence in both parties, and this discontent leads to agitation and unrest which eventually brings not only distress to the workers, but uncertainty and danger to the employers whose capitalistic training and environment is still keeping them in a mental condition almost bordering on total blindness to the dangers ahead for the safety of capital, free enterprise and our present form of government.

It has been the policy of this International Union to say a good word for honest employers and for men engaged in big business, who showed some slight signs of understanding the so-called "common man." The common man, so falsely nicknamed, is the backbone of this nation. Persecution of the toilers in other countries brought about the destruction of capital and conservative government. It may be that such a condition may be reached in the years to come in our country. I have lost my respect for employers' associations. At one time, I favored the employers organizing so that unfair competition would be at least minimized, both in labor and in merchandise, but, as I have said before, I am losing my respect and my confidence in the large employers of the nation. That includes our commercial organizations and, lo and behold, in some instances, includes organizations

where the workers are in the majority; especially some of the so-called organizations of the men and women who participated in the last two great world wars which almost destroyed civilization. And it also includes many of the fraternal organizations. None of them say a good word for labor.

Apparently down in Washington, before the committees, there is not a friend for labor appearing to say a word for labor, excepting the representatives of labor themselves. No other institution—business, legal, even religious or farmer—has said one word to help labor, which institution of labor stands for freedom and the American way of living. Labor stands alone nationally in its fight to extricate itself from the almost inhuman and brutal laws enacted in many states and in the nation in recent years against labor.

Whenever I have been invited in recent months to address meetings of civic organizations, I have refused to do so, because whatever you say is misinterpreted and misunderstood and there is no help whatsoever, as I have stated, coming from any of those organizations to the aid or assistance of the working men and women of our nation. Whatever we have won has been won by education and economic strength. Every step the workers have taken forward has been won with years of suffering and tears of blood and sorrow, so we have no one to thank except the men and women of labor themselves. Why then should we go out of our way, as we have been doing in recent years, and as some of our labor representatives have been doing, to advocate and fight for institutions of business that have so cruelly and willfully tried to strangle us and are continuing to do so now? I again repeat that, as it looks, they will have considerable success in their campaign to hold the Taft-Hartley Law almost as it is.

“Quit Pussy-footing” with Opponents

I sort of like the statement made by a certain congressman the other day, which was directed and addressed to the Democratic leadership: “We should quit pussy-footing with our opponents. We should carry out the pledges of the Democratic Party. I was elected on that platform; I intend to keep my promises, and I am notifying the leadership of our party that unless they do so there will be a serious setback to the Democratic Party in the coming years.”

That is exactly the way I feel just now. Quit soft-soaping our enemies, Democratic leaders, and get down to business, or else you will destroy the

party that has so continuously broken its campaign pledges and promises to the masses of the working people during the recent national election. You Democratic leaders must look to the future elections or else you will be out of the big soft spots you now enjoy. Don't forget that from 1921 to 1933 you were outside looking in. Don't forget it can happen again, if you prove false to labor. Remember the masses of the workers elected you to power.

Louis Johnson Able Leader

I think that perhaps the strongest man in Washington today at this writing is Louis Johnson, Director of Defense. I have known Louis Johnson for many years. He worked in the headquarters of the National Democratic Party in the Biltmore Hotel in New York City in the first campaign of Roosevelt in 1932. He had charge of the Department of the American Legion. Even in those far back days, he had courage and strength and brains. He and I did not hesitate to express our opinions to the top men who were playing, even then, smooth inside politics.

Carried Out Party Pledges

The clouds hung heavy over the Roosevelt campaign in 1932, but that condition made Johnson more determined to carry on with the hordes of the American Legion men who had remembered Woodrow Wilson and Franklin D. Roosevelt during the first World War, when Roosevelt was Assistant Secretary of the Navy. Johnson was always fighting for a policy which meant getting rid of the old system and going out and educating the masses of the toilers to the doctrines and pledges of the Roosevelt Party.

Then he became Assistant Secretary of War and what he told the Secretary of War who came from Kansas could not be printed here. He could see the fumbling and bungling that was going on in the War Department. He always stood for what he believed to be right, and I do know that he was at that time one of the genuine sound advisers to President Roosevelt. He is not looking for a job because he has a reliable, substantial law practice in his native state of West Virginia.

This is the kind of man we need down there in these crucial dangerous days. We don't need bankers or the stool pigeons of bankers. It is enough to have a banker the Secretary of the Treasury. He

can advise the President on the banking situation, but the American people, as I understand them, don't desire Wall Street representatives holing up in every corner in Washington.

Johnson is a man who, as I know him, will stand up for what he believes is right. He is not a "yes man." He is a man who will disagree with you if he believes you are wrong and, if you can convince him, he will just as soundly follow your theory. These are the kind of men that the President of the United States needs around him—not too many "yes men" who have not the courage to explain their opinions to a man who is carrying a double load on his shoulders, the President of the United States.

Prospective Presidential Candidate

If Johnson makes good, and from what I know of him I think he will make good on one of the toughest jobs there is in Washington or in the world, he may be the next candidate on the Democratic Party for President of the United States. Remember, I said unless he gets into some trap or falls into some hole, it seems to me that he will be the strongest candidate in 1952 for the Democratic nomination. However, maybe it would be a useless nomination for Mr. Johnson at that time, especially if the Democrats continue to violate their pledges and their platform and their promises to the masses of the toilers of the nation. But, the Republicans are also shot to pieces. They have their disagreements. There is a faction led now by Senator Taft

and another faction led by Governor Dewey, and they seem to be all divided up.

Jealousies, hatreds and trickery prevails amongst the leadership, but the fellows that are outside always seem to get together and heal up their differences so that they may get in and gather up the spoils if returned to office. Republicans always have a habit of getting together before elections. This has not been true of the Democratic Party in the years past. Even in the days of Woodrow Wilson, there was considerable disagreement, and many of the leaders in the Democratic Party such as Roger Sullivan of Chicago, Charley Murphy of New York and Tom Taggart of Indiana hated and despised and did very little to help in the election of Woodrow Wilson. But, the people returned Woodrow Wilson for two terms, as they returned Franklin Roosevelt for four consecutive terms, something that was never done before, because Roosevelt did not hesitate to tell the trimmers within the Democratic Party where to "get off."

Expected to Make Good

All will depend now on what the majority party, or Democratic Party, will do within the next year toward carrying out its pledges, especially the pledges and promises made to labor.

Here is wishing Louis Johnson the best of luck, and we will hope and trust, as we believe he will, that he will "make good" on the most difficult job in the world, Director of National Defense of the United States of America, which is practically Director of Defense for all the civilized democratic governments of the world.

NLRB Orders Firm to Bargain

Greensboro, N. C., Local Wins Dispute Over Unfair Firing of One of Members

IN AN ORDER handed down March 31, the National Labor Relations Board ordered the Greensboro Coca-Cola Bottling Company, Greensboro, N. C., to "cease and desist" from refusing to bargain with Local 391 of the International Brotherhood of Teamsters. The board further ordered the company to offer employment to 23 drivers who left their jobs when James Hodge, another driver, was unfairly fired for union activity.

The board also ordered the company to reinstate Hodge. In effect, the board's findings completely upheld the earlier findings of an NLRB trial examiner, dating back to July, 1948.

Further, the company which distributes "coke" in four North Carolina counties was ordered to post a notice to all employes, notifying them of the board's findings, and listing the 24 men to be reinstated in their jobs.

Brother Hodge, a route salesman employed by the company since 1930, had obtained membership application cards from the local's headquarters in Greensboro and distributed them among the other drivers. On learning of this, the company manager fired Hodge after consulting with the company president.

Then the other drivers, completely sold on unionism, met and drafted a letter to the company, advising it that unless Hodge were put back to work on his usual route they would refuse to move their trucks. The proceedings above then ensued, and resulted in a complete victory for the local.

Case for Closed Shop Outlined

A FORCEFUL defense of the closed shop, published in the letters-to-the-editor column of the *Hawk-Eye Gazette* of Burlington, Iowa, wraps up organized labor's case in a strong and effective manner.

The letter upholding the closed shop was written by Millard Philpott and P. L. Mennen of Burlington in reply to an anti-labor article written by an Iowa legislator for the same newspaper.

Error Corrected

Because it presents labor's case with unusual clarity, the letter is reprinted in full below.

"The Hawk-Eye Gazette: Ernest Palmer, Jr., in his item on labor union (*Hawk-Eye Gazette*, March 26) falls into the usual error of assuming that the individual member of a labor union, by some unexplained power, is forced to submit to the will or humor of the so-called 'labor leader.'

"And so, either through some misunderstanding, or an incredible disregard for available facts, he is enabled to proceed with other amazing statements that tend to discredit the whole body of organized labor.

"Such statements, even though without design, contribute toward prejudicing the reader's mind—a distinct disservice to our democratic processes.

"Mr. Palmer should know there can be no such thing as an absolute 'right to work.' Jobs depend upon existing job opportunities and qualifications are important factors before the right to work becomes apparent. A man has a right to a job provided he meets certain qualifications among which may be the ability to contribute toward peaceful labor relations within the plant he aspires to. This has come to be of very great importance in our modern economy. . . .

Reply to Anti-Labor Article by Iowa Lawmaker

Points to Progress Made with Closed Shop,

Sums Up Argument in Forceful, Effective Manner

"A given industrial plant cannot serve the public need adequately and profitably if it is made a 'free for all' without qualifications—conformist and non-conformist.

"An industrial plant is a distinct unit. It is a single, well integrated body, and complete harmony among member workers within the unit is highly important to the success of that unit.

"If the principle of free enterprise is to be defended, an industrial unit (employer-group and employee-group working together) must reserve the right to make their own conditions of employment without government interference, in so far as it serves the public well. Industrial units are not organized primarily to give men jobs, but to produce marketable merchandise and the question of the right to work is not involved. As long as the interior set-up which, of course, includes conditions of employment, as nearly as possible meets the requirements of all members of the unit, the ideal conditions have been attained, and full production and happy relations may be expected.

It resembles a family and while disagreements between members may be inescapable, prolonged arguments lead to unrelenting antagonisms and inevitably result in serious disruption and final separation. In such cases peace will not return to the unit unless the people, hopelessly differing in matters that vitally concern successful relationship, sever all connections.

"Likewise, it is this peace that is all-important to the success of plant operation. It is this peace that the unions and their officers

are constantly striving for. It is this peace that has long reigned in the state of Iowa, and has brought to it unprecedented industrial production in recent years.

"This unprecedented development has been made possible largely because of its ideal labor relations under the operation of the closed shop. Here Iowa has a challenge that the proponents of the anti-closed shop law cannot successfully contradict. We dislike to predict what the impact of the new set-up that Mr. Palmer is striving to maintain will mean to Iowa's future industrial life.

"Because labor unions concern themselves with conditions of employment, an adequate wage rate, the welfare and prosperity of the workers, they must strive for unity of thought and action.

Make Good Customers

"Labor unions call for accomplishment—accomplishment that contributes to the general prosperity of the whole people. Happy wage earners make good customers. Good labor relations make for neighborliness and increase the love of one for another. When you strike at the labor union and cramp the area of action, you strike at the community, the state and the nation.

"Surely, labor unions make mistakes. Don't we all? Surely we have abused our power. Who has not? But, mistakes can't be legislated away and abuses can't be entirely eliminated by law. To say so would be to compromise our intelligence.

(Continued on page 16)

Checking Drive Is Big Success

FROM COAST to coast, the Teamsters' over-the-road checking campaign, conducted April 1-15, has been proclaimed a complete success.

Although findings of all Local Unions and Joint Councils participating in the nationwide check-up are not completely tabulated, it was evident as THE TEAMSTER went to press the search for statistics would prove highly valuable to the International's plans for organizing.

No Incidents

Despite the warning shrieks of such scaremongers as Senator Robert Taft and Representative Sam Hobbs, the checking schedule was completed without incident. Courteous checkers found all over-the-road drivers, union and non-union, extremely cooperative and willing to answer all questions.

In the busy metropolitan area of New York City, the final day of the checking drive saw the number of drivers and helpers queried pass the 15,000 mark. John Strong and Thomas L. Hickey, president and

Over 15,000 Drivers and Helpers Queried In New York Area; Northwest Acclaims Campaign; Scare Statements Fall Flat

secretary, respectively, of Local Union 807, described the campaign a particular "boon" to Teamster unions in New York.

They said the check-up showed Teamsters have organized only about 50 per cent of the potential membership in the area and would help lay groundwork for concerted organizing efforts.

This bears out a statement made at a recent Chicago organizing conference that the membership of the Teamsters Union should be approximately three to three and one-half million when all jurisdictions are fully organized.

Reports of success also came from Chicago, Los Angeles, Cleveland, Boston and Washington.

Up in the Great Northwest, Teamster leaders said vast files of priceless information had been compiled through the checking campaign.

One of the most surprising facts uncovered in the state of Washington was the high percentage of union members among drivers of farm trucks. Previously, it was believed that organization was lagging in this type of work, but the checking drive showed unusual strength among farm drivers.

Thus, the checking campaign provides a basis for determining the Teamsters' strongholds as well as its weak spots.

Frank W. Brewster, secretary of Local Union 174, Seattle, declared one of the most remarkable aspects of the checking was the "union consciousness" displayed by drivers.

Gratifying Response

His local contacted over 4,000 drivers during the two-week campaign.

"The response was extremely gratifying," Brewster said. "It showed the drivers take the work of their union very seriously."

Checkers of Local 174 found few delinquent members and only a small percentage of non-members in their interviews.

After the first day of the campaign, one Pittsburgh newspaper headlined its story:

"Courtesy Pays Teamsters in Big Membership Drive."

The news story told how Pittsburgh area Teamsters had checked between 400 and 500 trucks on the first day of the survey, with "not one driver, whether he was a union man or not," declining to answer questions.

President Thomas Fagan of Local Union 249, Pittsburgh, said, "It really was a successful day." Fagan

Plan Final Organizing Machinery

An efficient, specialized organizing machine for the International Brotherhood of Teamsters was to be completed in a series of meetings April 27, 28 and 29 at the Morrison Hotel in Chicago.

Executive Vice President Dave Beck, under authorization from General President Daniel J. Tobin and the General Executive Board, called the meeting of representatives from five branches of Teamster jurisdiction.

More than 800 delegates from throughout the United States and parts of Canada were expected to attend. They represent the following workers:

- (1) Chauffeurs, taxicab drivers, limousine and ambulance drivers.
- (2) Bakery driver salesmen and solicitors.
- (3) Federal, state and municipal drivers.
- (4) Building materials and construction drivers.
- (5) Cannery employees.

The Chicago meeting was to set up five new national trade divisions. This gives the Teamsters a trade division in each phase of the International's jurisdiction, assuring a smooth-running organization for continent-wide organizing in every branch of work covered by the Teamsters' charter.



These scenes were repeated thousands of times during the Teamster continent-wide checking campaign, April 1-15, as official checkers contacted over-the-road drivers at freight docks, service stations, roadside restaurants and other convenient places.

added that not one truck was delayed by checkers.

Most checkers over the nation worked in teams of two. Primarily, they contacted drivers at freight docks, road-side restaurants and service stations.

Around the Clock

Many interviewers worked around-the-clock schedules in order to reach drivers of the big jobs stopping at their favorite coffee shops for midnight lunches.

Several weeks will be required to completely compile and analyze results of the checking campaign. When all the information is assembled it will comprise a stockpile of valuable statistics which will

benefit our International for months, perhaps years, to come.

In addition to helping form a blueprint for organizing, findings of the drive will give a clearer picture of "gypsy" operations and weaknesses of ICC and state regulations which make it possible for them to do business.

Displease Taft

Taft and Hobbs, who howled loudest when Teamsters announced plans for the checking drive, probably won't be pleased to learn that they have been given a large measure of credit for the drive's success.

The outstanding cooperation shown by both union and non-un-

ion drivers during the check-up was credited largely to the growing realization among all workers of the personal danger they face from such legislation as that which has been written by Taft, Hartley, and Hobbs.

Progressive Device

As the Teamsters turn to plans for similar, nationwide checking campaigns in dairy, bakery, beverage and other national trade divisions, everyone is agreed that such survey programs represent one of the most significant and progressive organizing devices in the history of organized labor.

Undoubtedly, nationwide checking campaigns will remain a major factor in future Teamster policy.

Beck Sounds Plea for Teamwork

IN A STIRRING appeal for greater labor-management cooperation, Executive Vice President Dave Beck told the annual meeting of the Minneapolis Chamber of Commerce that labor and industry must join hands to protect America's system of free enterprise.

The Teamster official was the first labor leader ever invited to address the city-wide annual meeting, and a record audience warmly received his remarks.

Attacks Communism

Delivering a savage attack on Communism, the International's executive vice president won applause when he declared:

"We of the Teamsters organization realize the fact that the gravest peril facing our country today is that of Communism. We do not permit Communists to remain in membership, if we find them. We throw them out, and if the door does not happen to be open, that is too bad."

Mayor Eric Hoyer of Minneapolis and Governor Luther W. Youngdahl, who also spoke at the meeting, paid high tribute to Beck for his fight against Communism. They also had praise for Vice President Sidney L. Brennan, organizer for the International in the Minnesota area.

In introducing Executive Vice President Beck, Russell C. Duncan, president of the Minneapolis chamber, said Minneapolis business leaders were aware of labor's growing role in the economy and quoted Lincoln's words that "capital is the fruit of labor." He told how Beck rose to a high position in the labor movement after leaving high school to become a laundry delivery truck driver and praised the Teamster official's work as a member of the University of Washington's Board of Regents, where Beck studied economics and related subjects after re-

turning from World War I service in the air forces.

The Teamster representative placed responsibility for defending America's free enterprise system against Communism and socialism squarely on the shoulder of leaders in business and labor.

"We, labor and management, meeting together across the conference table, can, if we will, solve all of our problems and establish such a strong relationship of good will that Communism can never tear it down," he declared.

"We know that there can be no such thing as free labor and free men except in a free country, where enterprise is the guiding light. We also know that free enterprise cannot exist unless labor also is free."

Teamsters' Stand

Scoring Communistic attacks on the church, Beck declared that the very foundations of our civilization would crash if the day should come in this nation when the solemn oath to tell the truth, taken in the presence of the Bible, should meet with public scorn and disobedience. The influences which exert pressure to destroy the church and religion also are digging at the very base of our wall of democracy, he added.

In regard to the Teamsters' attitude toward Communists, the executive vice president asserted:

"We do not recognize Communism as a political party. It is an agency to carry out the commands of a foreign power. Its members owe their allegiance to an alien dictatorship; they are not Americans in the real sense. They infiltrate labor unions and other organizations to destroy them; they use

our liberty and our freedoms to reach a position where they can wipe them out, as they have done everywhere in the world where they have seized the power."

The International officer strongly emphasized that American labor "is not interested in tearing down industry and business, but rather in building them up and developing them."

"Labor wants our prosperity to continue and labor will fight to preserve free enterprise. For, it is by reason of our free enterprise and what it has produced that we are able to feed and rehabilitate more than half the world today.

"Nowhere on the face of the earth are the working people so well off today as they are in our country, because of private enterprise and our American system."

He told the audience of 1,000 representatives of management and labor that the Teamsters favor the greatest possible development of efficiency and increase in production. From increased production, he declared, labor expects to see greater rewards and lower costs to the consumer, which, in turn, will provide wider markets and thus produce more jobs and still greater prosperity.

Opinions Differ

The struggle to attain this goal is certain to produce differences of opinion between labor and management, the executive vice president acknowledged.

"We have a right to disagree," he said. "There always will be honest differences of opinion among us in a free country, where men may speak their minds without fear. I

hope, however, that these differences of opinion will not force labor to enter the field of politics."

Appealing to the reason of management and business, Beck declared that if those who guide the destinies of great political forces impose restrictive legislation on labor, depriving it of the gains made in the field of economics, then labor will be driven, in self defense, into the field of politics.

Those who force such laws as the Taft-Hartley Act and the Hobbs Act on labor are flirting with fate, he declared.

To illustrate his warning, he reviewed events which made Britain fertile for the seeds of socialism.

In that country, he said, "a general strike was used to inflame the sentiment of the people against the unions. Repressive laws were passed, and Labor was set back 30 years.

"Then, what happened? Not in five years, or in ten, but in 30 years, the British labor movement took over the entire government and has socialized many industries—even the Bank of England."

At that point, the Teamster official posed a thoughtful question:

"What thinking American businessman," he asked, "wants to pay such a price for the temporary advantage he may gain from restrictive labor legislation?"

The significance of the question was underscored by a meaningful silence, but many of the Minneapolis businessmen nodded in approval.

"There are 14 or 15 million men and women organized in the United States," the speaker continued. "If organized labor is driven into politics and demonstrates the same ability in the political arena that it has proven so often in the economic field, then labor will win, inevitably, in the struggle which will result."

Executive Vice President Beck sharply denounced the general strike, declaring such action was not a strike at all, but a revolutionary movement. His bold statement

that the Teamsters will have no part in such a movement, brought an outburst of applause.

Referring to the Teamsters' nation-wide, over-the-road checking drive, Beck said certain interests had endeavored to portray the program as a conflict against the public interest. Actually, he continued, the drive was launched to assemble facts as important to the trucking industry as to the Teamsters' International.

"We are interested in every industry which employs our people," he stated. "We study our industries; we want them to be prosperous; we know that we cannot take good wages, hours and working conditions from a bankrupt industry."

As a result of the checking drive, Beck explained, an analysis will be made to determine the extent of the failure of Interstate Commerce Commission and various state regulatory bodies in enforcing their own rules and laws.

The speaker also rapped efforts of railroad interests to set up barriers between states through con-

flicting truck length and weight regulations. Even as Beck was sounding his warning against any laws which interfere with free flow of interstate highway commerce, the railroad lobbyists were pushing such measures in the Minnesota legislature.

In conclusion, the Teamster executive vice president made an earnest plea for greater statesmanship on the part of both labor and capital.

"May our labor organizations in Minneapolis and the labor movement of the entire United States hold out the right hand of fellowship to capital," he said. "Let us set our feet firmly upon the one pathway which we can follow together and thereby protect and advance this great nation of ours to finer attainments in the years to come, thus preserving for generations yet unborn the precious rights and liberties which so many generations, long since forgotten, struggled so courageously to win for us."

As the address ended, the audience rose and expressed its approval through prolonged applause.

Year's Top Driver Honored



President Harry S. Truman congratulates Martin Larson (right), member of Local Union 975, St. Paul, Minn., who won an American Trucking Associations award as "Driver of the Year." Mrs. Larson (center) accompanied her Teamster husband on his visit to the White House. Over a million miles of accident-free driving and two dramatic rescues won the veteran Teamster the 1949 driving award.

Congress Stutters on Fair Deal

LABOR is viewing with considerable dissatisfaction the results of three and a half months of the 81st Congress—a period often called the “first half” of the session.

The record made by the 81st Congress in the 15 weeks is not one in which liberals or labor leaders can take any pride. The record made thus far falls far short of achieving the “Fair Deal” requested by President Harry S. Truman in his State of the Union and subsequent messages to Congress.

Poor Record

Legislation can be classified as three types: bills passed; measures pending, and new broad social and economic programs. As New York's Governor Al Smith used to say, “Let's look at the record.”

Of the bills passed, few have been important. Most spectacular was renewal of the Economic Cooperation Administration (Marshall Plan) after considerable debate in both the Senate and the House of Representatives. The second installment of a four-year European aid program took the form of an authorization of \$5,430,000,000 which will carry the aid activities through the critical period between now and mid-1950. This authorization must be followed by actual appropriation to be passed shortly.

The request for funds for a steam plant in the Tennessee Valley was complied with in appropriation bills which included funds for the TVA. The steam plant had been made a target by reactionaries who were trying to cripple the public power program in the TVA and in the Pacific Northwest.

Another and critical bill passed was the rent control measure with several new wrinkles added to the old bill. Considerable difference of opinion has been developing regarding the effectiveness of this bill.

First 15 Weeks of 81st Congress Produce Little Progressive Legislation; Taft-Hartley Repeal Jeopardized by ‘Disguised’ Bill

Mr. Truman said he was “pleased” with the bill, but for the most part liberals felt that they had taken a beating by passage of the measure. They felt that the “local option” feature greatly weakened rent control. Under the present bill a community can decontrol rent if the governor of the state approves. The bill is a somewhat complicated one and its full effect will not be known until it has been in operation a few weeks.

To date the Housing Expediter has decontrolled some 60,000 units in various parts of the country under the provisions of the new act. Rapid decontrol of great masses of living units does not look as if the new bill is one to be “pleased” with—if you are a renter.

Fair Deal Program

Bills which are pending and which make up the Fair Deal program are the ones to which pro-labor members of Congress are addressing their major attention following a sounding out of opinion back home during the recent Easter recess.

Of primary importance to labor are, of course, the bills aimed directly toward enactment of decent Federal labor legislation. No. 1 in this field is the effort to repeal the iniquitous Taft-Hartley Act. Bills in the House and Senate aimed at that are the Thomas-Lesinski bills—S. 249 in the Senate and H. R. 2032 in the House. These bills would repeal Taft-Hartley, restore the Wagner Act and make other amendments regarding jurisdictional strikes and strikes of emergency nature.

Debate on Taft-Hartley is now

on. Now is the time for labor to make its voice heard. The reactionaries who would retain Taft-Hartley are changing their strategy in an effort to prove the gullible among the liberals. It is generally understood now that some of the pro-Taft-Hartley crowd will be glad to see the T-H Act repealed in order to give labor what might be called a “paper victory.” For the repeal would be immediately followed by enactment of a measure which would be virtually the same old Taft-Hartley in a new disguise.

A tough anti-labor bill has been introduced by Representative John S. Wood of Georgia. The battle is on to have the Wood bill substituted for the Thomas-Lesinski bill. The new measure would underscore Taft-Hartley and repeat some of the sins which have already been committed against labor.

Efforts have been made to strengthen the Department of Labor through transferring to it functions in other agencies and through increased appropriations. Congress has seen fit to boost the funds somewhat but it has fallen far short of giving real strength to the department. The Thomas-Lesinski bill calls for a transfer of the Department of the Federal Mediation and Conciliation.

Wage Bill Opposed

The House Labor Committee has approved a new minimum wage bill, H. R. 3190. Hearings before the House committee and the Senate Education and Labor Committee have developed evidence showing the need for a decent minimum wage bill. Coverage would be

broadened and the minimum would be lifted to 75 cents per hour on work done.

Congress has been dragging its feet in the social welfare and economic fields also. Nearest to enactment as this issue of THE TEAMSTER was ready for press was the new omnibus housing bill, known as S. 1070 in the Senate and H. R. 3190 in the House. This bill is receiving strong bi-partisan support and appeared to be near enactment at an early date. Some sort of housing legislation will be passed, it seemed certain.

Social Security Plan

Improvements in present Social Security legislation are provided for in House bills H. R. 2893 and 2645. These would extend the protection of the present system and would increase old age and survivors' benefits.

The anti-liberal forces have rolled out some big guns against the Federal aid to education bill, S. 246. This bill would appropriate money to states which require Federal funds for aid. The U. S. Chamber of Commerce and other conservative groups have testified in congressional committees and have carried on intensive propaganda campaigns against any measure which would help equalize education.

Controls Doubtful

President Truman has repeatedly asked for legislation to aid in the fight to control inflation. But as prices appear to be starting downward, the attempt to secure passage of this measure, the Spence bill—H. R. 2756 seems dim indeed.

Considerable activity is being shown in the field of foreign affairs. The Reciprocal Trade Agreements bill, H. R. 1121, has been passed by the House and is pending in the Senate.

The Atlantic Pact is up for discussion and this together with the authorization and appropriation requests to implement the treaty are resulting in long and intense discus-



—Drawn exclusively for THE INTERNATIONAL TEAMSTER

sion and debate in the United States Senate.

Three measures of far-reaching importance are being urged upon Congress in this session. All promise to cause long debate, with prospects for enactment extremely uncertain.

Health Insurance

Most controversial is the National Health Insurance measure known as S. 5. Mr. Truman has asked for a national health plan and he has kicked up a storm of debate and protest with the leadership of the opponents coming from the American Medical Association. Enactment of a health bill in the 81st

Congress this session does not look hopeful.

President Truman has recommended the establishment of a Columbia Valley Authority for the Pacific Northwest, similar in character to the Tennessee Valley Authority. The CVA already has a much better start today toward realization than did the TVA when it was first authorized. The Columbia Basin has such giant dams as Grand Coulee in Washington and the works at Bonneville in Oregon. Other projects would implement these major ones and vistas of great multiple-purpose development have been drawn by the sponsors of the measure.

EDITORIALS

by
**DANIEL J.
TOBIN**

The Checking Campaign

Evaluating results in the recent national over-the-road truck checking campaign had not been completed when this issue of "The Teamster" was scheduled for press.

A few conclusions can be stated as the result of preliminary reports from various parts of the country, however. The campaign has been an eye-opener not only for the trucking industry and those engaged in over-the-road transport, but also for our own people.

Many of our own members have not fully realized the extent of the great potentialities which lie ahead in membership. As they checked the trucks in the U. S. and Canada, they found that far fewer drivers belong to the Teamsters than we think should. *There will be a full report with recommendations made on the checking campaign. In the meantime, however, we might well point out that the campaign has served as a bench-mark in progress on a bigger and better membership drive of our International Union. We should double and redouble our organizational efforts.

Brass Hat Waste

Criticism of the high military officials for their wasteful methods is an annual custom. And this criticism would not be made by Congress, private individuals, and organizations if there were not some grounds for leveling the charges.

Latest and one of the most effective barbs pointed at the high brass has come from the Committee of Executive Reorganization, headed by former President Herbert Hoover. The conclusion of Mr. Hoover and his aides who made a thorough study of the Army, Navy and Air Force is that "staggering waste" has resulted.

The Commission has said that the fiscal budgets of the military are so confused that it is hard to tell what they are spending. Moreover, the finan-

cial hocus-pocus of the military is endangering the country, it is alleged.

We have never lifted our finger against an adequate and a decent defense of this country. We believe in real security, but we do not believe the necessity for security is justification for the waste and slipshod methods which apparently prevail in the precincts of the high brass. We think Congress ought to look into the charges of waste and find out who is responsible and take steps to see that hundreds of millions and maybe even billions might be saved.

The Big Battle

The big battle for the repeal of the Taft-Hartley Law is on in the United States Senate. We have seen several types of attack on the forces of labor in an effort to thwart repeal.

Latest strategy reported is that Senator Taft, one of the co-authors, is willing to see "paper repeal" whereby labor would seem as if it had won a victory. But Taft and the rest of the crowd who are after labor's scalp would come up with another bill which would be a Taft-Hartley in disguise. In fact, the Wood bill in the House is such a measure.

The time is now—to write your Senators and your Representative. Let them know how you feel about Taft-Hartley repeal and other parts of labor's progressive program.

Those Loaded "Polls"

So-called public opinion polls are being used as weapons in the fight in Congress in behalf of retaining the Taft-Hartley Act on the books.

Questionnaires have emanated from the General Electric Company and from "Look" magazine. This is "Look's" second time around with a question sheet. If anyone does any thinking about the questions, he can see that the inquiries are "loaded." Answering these questions is a little like answering

the old legal chestnut, "Have you stopped beating your wife?"

One of three things should be done: the polls or questions should be played straight with decently framed questions instead of loaded ones; the sheets should be consigned to the nearest trash basket; or, best of all, the sponsors should refrain from muddying the legislative waters by misleading and distorted types of polls.

The First Hundred Years

This year marks the end of the first century of service of the United States Department of the Interior.

The Department's first century was a period of sharp and in many ways devastating change in the face of America. Since the Department of the Interior is one of the principal trustees of the nation's resources, it might be well to examine some of the things which have been done to America and see what can or should be done about them.

A century ago—the year of the famous California gold rush—we were a pioneer nation. The West abounded in game. Protective cover blanketed our prairies and we had an abundance of virgin forests. But man in his eagerness to wrest riches from the forest, field and water resources has laid a heavy hand on our natural resources.

It is well, therefore, that many of our great conservationists are warning us in doleful terms of some of our conservation sins and telling us that we must repent and do penance.

The Department of the Interior with its multi-fold activities is providing means of repentance—means of helping to restore some of the resources of the good earth. The long-term reclamation program is promising in view of potential power development, new acres for irrigation and new controls for flood waters.

The National Park Service is both a conservation and an esthetic asset to the nation. And excellent work is being done in the fields of mining, fish and wildlife conservation, and geological survey work.

The Department and the nation have set high and important goals for the next 100 years—reclamation development; new power resources; mineral exploration, and energy development to name only a few goals. We hope the nation heeds the advice of Interior and unites in a program of saving and restoring our great natural resources.

Not Going Their Way

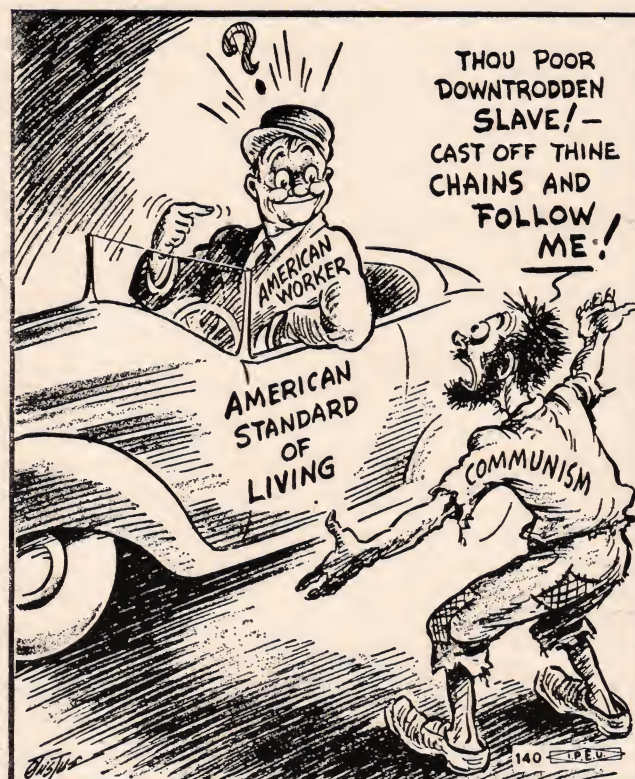
The trial of the Communist Party leaders in the Federal Court in New York City has given a great many people cause to consider some of the implications of the charges made against the defendants. If proved true and the defendants are found guilty, a number of people who have thought that Communist leadership was composed of a harmless group of people letting off steam will be proved in serious error.

Whether guilty or not, there has been enough evidence brought out in New York to point up differences in living standards between the Soviet Union and the United States.

We have not contended that our system, our government or our way of doing things is perfect—not by any means. But we do know that we have the highest standard of living in the world, some indication at least that our way of doing things seems to bring considerably more results and benefits to more people than any other system yet developed.

We are glad to know that few people in this country heed the siren song of the Communist who wants us to go his way. No, thanks, we're having none of it. We'll string along with our own system of capitalism and democracy and lend our efforts toward making our own system work better.

"Who, Me?"



—Justus, Minneapolis "Star."

EXPERIMENT IN EDUCATION



EDUCATORS and leaders of organized labor are studying carefully the results of a unique experiment in Newark, N. Y., which observers agree might herald a new trend in efforts to promote better understanding of labor-management relations.

The Newark experiment, conducted by the American Federation of Labor's Essex Trades Council and school officials, reached 265 senior students at the city's East Side High School. During the five-day project, qualified labor spokesmen lectured the seniors on organized labor's achievements and problems and answered questions fired at them by the students.

School Cooperates

Superintendent of Schools John S. Herron and East Side High School Principal Henry A. McCracken agreed to permit the endeavor "on an experimental basis" after the Essex Trades Council's committee on education requested an opportunity to give graduating students labor's "unvarnished" story.

Each day during the week of February 28, AFL spokesmen presided at seven one-hour classes in second-year American history. Two labor "profs" and the regular instructor conducted each class.

The first 5 to 15 minutes were devoted to brief comments by the AFL

lecturer, then the floor was opened to questions by students. One specific issue related to organized labor was undertaken each day. The subjects were presented in the following order:

1. American labor's struggle through the years.
2. Why has labor entered politics?
3. Collective bargaining and the cause of strikes.
4. Labor legislation on state and national levels.
5. Labor as an asset in the community, state and nation.

Well Prepared

Students and the labor spokesmen alike were well prepared for the five-day experiment and the keen interest and sharp understanding of the problems at hand displayed during the program surprised all who witnessed the project.

For three months before labor's representatives entered the classrooms, students studied labor-management relations. They amassed sizeable stockpiles of notes. There were many points they could not understand. When the men of labor came to class, the students greeted them with a barrage of sharply-pointed questions.

The 18 members of the "labor faculty" were trained for the experiment at classes conducted by the

Rutgers University Institute of Management and Labor Relations.

When the forum phase of the classes began, the regular instructor held the role of moderator. The degree of interest displayed by students in the various subjects was underscored by the fact that, as the bell rang to end every class, many hands still were held high by eager seniors with questions.

Visitors Attend

The classes were attended by numerous interested observers. Leaders of women's groups, university professors and representatives of business associations were among the visitors present at one "labor history" class.

A professor at Columbia University sat in on the classes. He concluded the project was "very worthwhile." Another social-studies professor described the discussions as "stimulating," and Dr. David Weingast, head of East Side High's social-studies department, was pleased with the accomplishments of the experiment.

From the first day, it was obvious the visiting faculty of labor was facing an able battery of questioners. The students' queries, many obviously the result of preconceived ideas about unionism, flew fast and furious. All the questions were given thorough attention.

The labor spokesmen made every effort to avoid prejudice in framing their replies to questions. One educator observing the experiment expressed surprise over the manner in which the AFL representatives avoided "propagandistic" answers.

In the discussion of labor's struggle over the years, students heard how workers labored long hours at starvation wages before they became organized. They were told of the obstacles which labor had to overcome in establishing unions. One of the visiting "profs" recalled that he worked 10½ hours a day on his first job. His pay, he told the students, was \$2.62 a week.

The students were given a graphic picture of labor's role in pioneering for social reform. Labor, it was explained, led the fight against child labor, championed the establishment of free schools and helped institute safe working conditions in industry. In one of his appearances before the seniors, Brother Kelly pointed out that child workers in Paterson, N. J., in 1835 were paid 60 cents a week. Unions, he added, took the lead in the battle to abolish such conditions.

Throughout the program, the labor spokesmen stressed this theme: "What labor achieves benefits not only union members, but all working Americans."

The students heard how labor was forced to become active in politics when restrictive laws threatened the very existence of unions. Too, the "profs" explained, labor had to fight back at the rich lobbies of big business.

Gains Are Cited

As a typical gain reaped by labor in politics, the students were told how, in New Jersey, labor obtained passage of a law which brought about daylight delivery of milk. This law, the students learned, made it possible for hundreds of milk drivers to "live like humans."

Much of the discussion of politics and legislation naturally concentrated on the Taft-Hartley Act. The students displayed a surprising interest in the law and labor's opposition to it.

"Why is labor so much against the Taft-Hartley law?" one student wanted to know.

It was a big order, but the labor

representative's boiled-down explanation would have fared well in a contest for concise news reporting. It covered the case thoroughly by showing how the law had been made bundlesome with legal technicalities to hamper and hamstring unions in winning their rights.

But the point which impressed the students was the labor spokesman's explanation that the really dangerous clauses of the Taft-Hartley Act have never been fully invoked against labor. These, he said, are being saved for harder times, when there is considerable unemployment. Then the act can be used to destroy unions.

Anti-labor reporting in the daily press and on the radio obviously had made an impression of some of the students. One wanted to know why labor objected to filing financial statements as provided in the Taft-Hartley Act. He was told that most unions have been doing this for many years.

Why does labor oppose signing non-Communist affidavits, another student asked. The American Federation of Labor, that student learned, has been a leader in the



A point is emphasized during one of the classes on labor-management relations at Newark's East Side High School. Visiting labor "profs" found students alert, interested in labor problems. More than 200 students in second year American history took part in the experiment. Many students waited for post-class discussions with labor representatives.

fight against Communism and often has been recognized with honors for its part in that battle. But, the labor "prof" asserted, labor objects to being singled out to sign such statements, as if it were a dangerous element.

Results Assessed

Such questions and answers were typical of those which enlivened classrooms during the Newark experiment. Most observers agreed that both students and labor had gained from the five-day discussions. The seniors learned something of labor's achievements and problems and its role in the nation's economy.

As Superintendent of Schools Herron said in his statement approving the project, "textbooks on American history have, as a rule, slighted the contribution of labor in the development of our country. . . ." Thus, the students received information they would not have obtained in their regular studies.

Many of the seniors will become members of unions when they begin working. For those, the labor representatives had a word of ad-

vice: "Be active in your union, work hard at being a union member . . . both you and your union will be the better for that work."

Labor's gains from the experiment are many. It has broken ground for a new rostrum from which labor can win battles in the vital fight for public opinion.

Even the labor leaders who sponsored the experiment admit it was not perfect. But it has opened the door for other and possibly better methods of effectively presenting labor's side of the American story. Before the program was two days old, representatives of management associations had expressed a desire to conduct similar discussions to give industry's views. This is desirable.

The interest shown by the Newark students emphasized the need for some form of forum whereby they can learn candidly the facts about the problems of the world they are about to enter to seek a livelihood.

AFL leaders in Newark have taken a significant step toward meeting a challenging need.

Case for Closed Shop Outlined

(Continued from page 5)

"Mr. Palmer speaks of abuses and we admit there are abuses. But he also seems to have missed the genius that motivates labor union action in a maze of conflicting ideas that serve only to add confusion to an already ramified and complex situation.

"The closed shop is an institution that yields tangible benefits to all parties concerned. Industry is strengthened under it and output thrives. To dissolve the institution would be to destroy those benefits. Obviously, however, the abuses should be corrected if possible. And it should be possible. It should be our duty to bring about the enactment of laws that deal with the abuses and not laws that destroy the institution itself.

"Legislation to penalize abuses are always in order, but you don't cure the abuse by tearing down the structure that has accomplished so much in the interest of so many people. A reputable doctor does not heal the arm by cutting it off.

"There are approximately 60 million jobs in the country today. Of these jobs, about 43 million are held by non-union workers and only something like 16 million are held by members of organized labor. This startling revelation does not harmonize well with Mr. Palmer's implication that unions destroy job opportunities for non-union workers. Unions, on the other hand, improve job opportunities. . . .

"We have not even discussed the matter of injustice to the individual member of a labor union in permitting the non-union man to profit by the expense and sacrifice of someone else without sharing in the burden. That point should be so obvious to any intelligent person as to deserve no treatment at all.

"Labor unions need not apologize for their shortcomings. . . ."

"Wage Law Obsolete"—Tobin

Secretary of Labor Says 1938 Measure Is Out of Date; Urges Five Revisions

Secretary of Labor Maurice J. Tobin has declared that the Wage and Hour Law of 1938, in terms of present-day economic conditions, is as obsolete as a 1938 model airplane.

Testifying before the Senate Committee on Labor and Public Welfare, Mr. Tobin urged the following five general steps for improvement in the present statute:

1. Raise the minimum wage to 75 cents an hour and provide for industry-committee procedure to set higher rates where possible—up to a dollar an hour.

2. Extend the act's coverage to "activities affecting interstate commerce" and at the same time straighten out and clarify along fair

lines the many exemptions now in the act.

3. Strengthen the child-labor provisions.

4. Define the term "regular rate" of pay so as to eliminate so-called "overtime - on - overtime" problems such as those recently raised in the long-shore industry.

5. Improve administration of the act by (a) centralizing the administrative functions in the Secretary of Labor, (b) granting the Secretary rule-making authority under the act, and (c) authorizing the Department of Labor to supervise back wage payments and to sue in behalf of employees in case of default.

About 22 million workers are covered by the wage law.

Two Gun MURPHY

*One-Time One-Man Anti-Crime
Army Now Is Union Cabbie*

To his fellow union members of Local 508, Taxi Cab Drivers, affiliated with the Teamsters Joint Council of Toledo, O., Joseph J. Murphy is a small, frail-looking guy with a wonderful sense of humor who drives Red Cab No. 69.

They call this 54-year-old Teamster, "The Brooklyn Bum," because of his enthusiasm for the baseball team of the same name. Everybody likes Joe, who resembles a cartoonist's sketch of Mr. John Q. Public, harmless and relatively insignificant.

But a quarter century ago, Joseph J. "Two Gun" Murphy, the same present Toledo cabbie, was the most spectacular narcotic agent in the country in the service of Uncle Sam's Department of Internal Revenue!

For five years he was the nemesis of the dope racketeers and the toast of America's newspapers, as his faded clippings clearly show. Returning to America after World War I and leaving behind him a record of distinguishment as a member of the AEF's Division of Criminal Investigation and of the French Secret Police, Murphy joined the Federal Narcotic Squad. He soon won for himself a unique reputation for fearlessness, honesty—and the unexpected.

He carried two pistols always, was lightening "on the draw," and an expert marksman. Frequently he brought desperate criminals to book singlehanded.

During the war, Murphy served with the famed "Brooklyn" 23rd Infantry and received the Purple Heart for wounds suffered in action in France. He was made chief

operator and sergeant of the AEF's Division of Criminal Investigation and gained great fame in France, tracking down desperate criminals who had deserted from the American Army.

One of the very last soldiers to leave Europe, he returned home in 1922 to become a narcotic agent and break up some of the worst dope rings in the world.

Yes, it's all there in black and white—in those yellow, brittle newspaper stories which few Toledo Teamsters have ever seen. When he was sent into Chicago, a magazine feature writer had this to say about Joseph J. Murphy:

"He has arrived in Chicago.

"He's the toughest mug on the face of the earth and nobody is afraid of him. He carries two cannons a split second from either paw.

If all the boys he's laid to rest were buried en masse, they'd make a regulation sized cemetery.

"He's not a hard egg. He's not big. He's 'Two-Gun Murphy,' crack sleuth of the Prohibition Enforcement Bureau activity in curbing the sale of drugs and illicit drink in New York City and anywhere else 'Murph' is inclined to subdue it. Yet he's the darling of every chorus Miss and principal Miss in the town.

"We have seen 'Two-Gun' dancing with Peggy Joyce; riding in cabs with Barbara LaMarr; kissed by 'Texas' Guinan; on the lap of Aunt Jemima; in the sisterly embrace of Fanny Brice; on the arm of Dorothy Knapp; perambulating with Mayor Jimmy Walker; playfully boxing with Dempsey; lending five bucks to Ben Lyon; whispering to President Coolidge; tipping off the Prince of Wales to a knockout in the front row of the Ziegfeld Follies; advising H. L. Mencken to throw his sword into the dope peddler's racket—and that's only a particle of the life of intense adventure and romance led by this most colorful character in the night life of our largest city."

In 1930, "Two-Gun" Murphy blossomed forth as a journalist, writing a brilliant series of articles



Joseph J. Murphy, once the scourge of underworld, now a member of Local 508, Taxi Cab Drivers, Toledo, Ohio, waves a greeting from the window of his cab.

for the *New York Daily Mirror* and the *New York Evening Journal*, which syndicated the stories through International Feature Service, Inc.

The stories of his exploits are legion as he conducted raid after raid, often in a disguise that convinced many a dope peddler that here was an addict in the last stages! More than \$3,000,000 worth of opium, morphine, cocaine and heroin were confiscated by Murphy in just a few of his New York raids. He was reported dead four times and Mark Hellinger once wrote Murphy's obituary.

Today, Joseph J. Murphy lives quietly with his wife and three children at 119 Fifteenth Street. He drives the night shift and few people know of the glamour and excitement that today constitute his memories.

"You can have the excitement,

I've got a family to support," he declared. "And I make a heck of a lot more money driving a cab than I ever did as a government agent. Dull? You bet it is!"

But that doesn't bother one of America's greatest former Federal Agents.

Just recently "Two-Gun" Murphy was forced to take a gun away from an unruly passenger who obviously knew nothing about the cab driver's background.

"Like taking candy from a baby," he smiled. "Sure it brought back memories. The guy just looked at me, like they did in the good old days, and shouted, 'I never thought you were big enough to do it. Let me shake your hand!'"

So "Two-Gun" shook hands and whispered to his passenger, "Remember, in the future, when you call the switchboard—ask for '69'!"

Progress Reported In Southeast

by LEE KRUGGEL
General Organizer

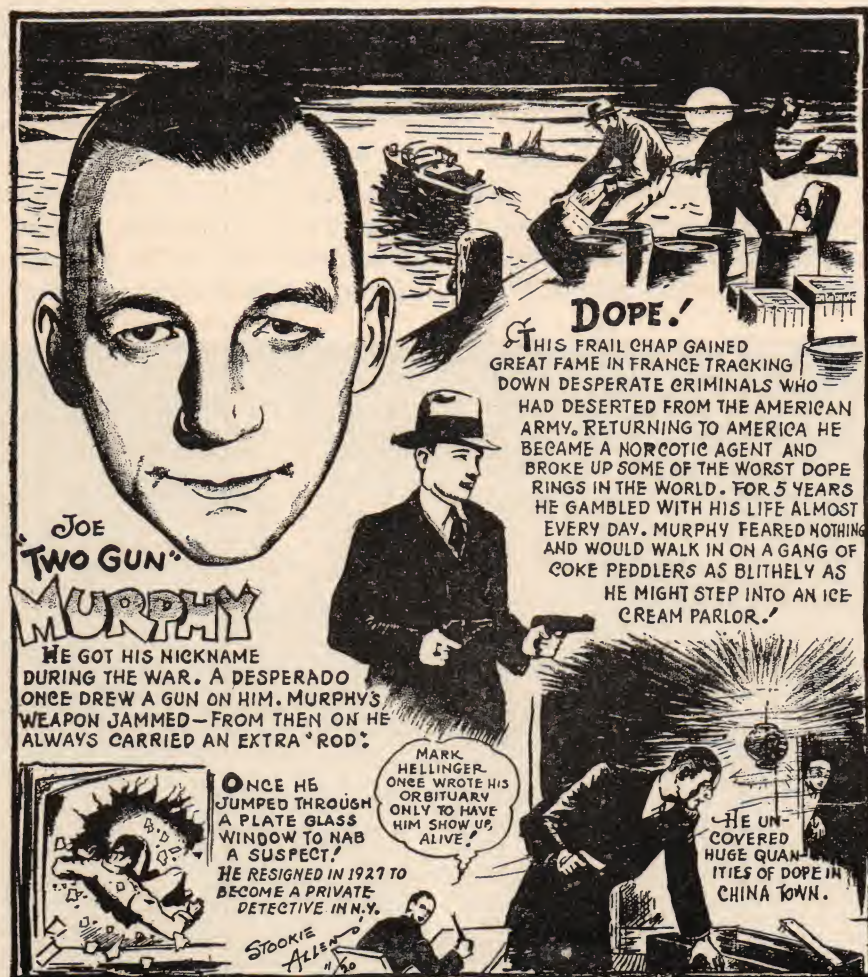
Southeastern Local Unions have reported several successes in the past month. Local Union 728, General Truck Drivers and Helpers, Atlanta, Ga., was able to avoid what might have been a very serious work stoppage by reaching an agreement on their new contract involving all the 900 city pick-up and delivery men in the city of Atlanta. Negotiations continued for five weeks, with management attempting to delete various conditions which had taken years to acquire. President and Business Agent H. J. Elmore and Secretary-Treasurer J. E. Crumley, who signed the contract for Local Union 728, feel that the operators' awareness of the new-found militancy of this Local Union was of great assistance in maintaining conditions and adding a 9-cent per hour increase.

Wage Boost Granted

J. E. Crumley also recently signed a contract with the Air Reduction Sales and Pure Carbonic, Inc., in which the 50 people involved received a 9-cent per hour increase.

Martin Walsh, president and director of the new Joint Council 85 established in Jacksonville, advises that Local Union 512, Truck Drivers, Warehousemen and Helpers, has organized the entire Tamiami Trailways over-the-road operations. They not only won their NLRB election, but have also been successful in negotiating one of the outstanding over-the-road contracts in the South. This contract was signed by Business Representative and Secretary-Treasurer Gordon Collins.

Lloyd Huggins, secretary-treasurer, Local 391, Greensboro, N. C., reports a decision by the NLRB in the case filed by the local against the Greensboro Coca Cola Co. Details will be found on page 48 of this issue of TEAMSTER.



These highlights from the life of "Two-Gun" Murphy were drawn by famed cartoonist Stookie Allen. Recently Murphy calmly took a gun from a patron.

Labor's Friends Active in House

AS THE ISSUES in Congress become more tightly drawn between the friends and foes of labor, the importance of new members in the House of Representatives who were elected with labor's endorsement becomes greater.

With floor fights on the Taft-Hartley repealer and on a wage and hour increase bill, those who were aligned with labor attract the attention of press gallery observers and practical politicians alike.

Harry P. O'Neil

Harry P. O'Neil, Democrat, from the Tenth Pennsylvania District, comes to Congress after serving 20 years in his state's legislature. Congressman O'Neil carries a card in the barbers' union and was formerly a card holder in the United Mine Workers of America.

A native of Dunmore, Pa., where he still makes his home, Mr. O'Neil went to work at an early age and spent part of his early career as an apprentice barber, and at 18 purchased his employer's business. He is now an insurance broker. The 57-year-old Representative was chairman of the Committee on Mines and Mining and served on other important committees, such as appropriations, insurance, liquor control, military affairs, professional licensure and public utilities and welfare.

Representative and Mrs. O'Neil have seven children, three daughters and four sons. Each of the sons was in the armed forces during World War II. He is a member of various fraternal and civic organizations. He is a member of the Public Lands Committee of the House.

Eugene D. O'Sullivan

Eugene D. O'Sullivan, backed by labor in his race for Congress last fall, has had long experience as an

Representatives O'Neil, O'Sullivan, Golden, Rodino, Addonizio and Quinn Are Among Congressmen Attracting Observers' Attention

attorney in Omaha, Nebr., and in local and state Democratic politics.

Representing the Second Nebraska District, Congressman O'Sullivan while a native of Kansas has been living in Omaha since 1906. He received his grade school education in Kent, Kans., the city of his birthplace; Christian Brothers College, St. Joseph, Mo.; and the Creighton University Law School, where he was graduated as class honor man in 1910.

A practicing lawyer since 1910, Mr. O'Sullivan has engaged in practice not only in the state courts of Nebraska but also in the Federal courts, before Federal departments, and before the United States Supreme Court. A member of various legal societies, he is president of the Omaha Bar Association.

Mr. O'Sullivan has been active in politics and in 1940 headed the Nebraska Democratic delegation and has been an active campaigner for the Democrats in his state for the last 40 years.

Among public offices held is that of a member of the Board of Directors of the Metropolitan Utilities District of Omaha. Named for a six-year term, Mr. O'Sullivan resigned to take his seat in Congress in January, 1949. The utilities district owns, operates and controls the distribution of water, natural and manufactured gas, helps keep prices at a fair level and engages in some ice distribution.

A son, Eugene D. O'Sullivan, Jr., is a lawyer in Omaha, and a daughter, Mrs. Robert DeVaughn, lives in New York.

His election in 1948 marked the successful campaign over the Re-

publican opponent and Mr. O'Sullivan is the only Democrat elected to the House from Iowa, North and South Dakota, Wyoming and Kansas. Congressman O'Sullivan is on the Agriculture Committee of the House.

James S. Golden

One of the few Republicans to receive labor backing in the recent campaign is Representative James S. Golden of Kentucky's Ninth District. A former United Mine Workers of America attorney, Congressman Golden is fully familiar with problems of miners and of union labor generally.

Born in Barbourville, Ky., Mr. Golden received part of his education there, and this was followed by a degree from the University of Kentucky and a law degree from the University of Michigan.

Beginning his law practice in Barbourville, Mr. Golden was elected county attorney, an office he held four years. Since that time his law practice has taken him through the state and Federal courts in various parts of the country. During World War II he was appeal agent for Bell County for five years. He has also served as Republican campaign chairman of Bell County several times.

Active in the Methodist Church, Mr. Golden taught Bible class for a period of 10 years. Mr. Golden's grandfather, Rev. Stephen Golden, was a captain in the Union Army; the Congressman's father, Benjamin B. Golden, was a captain in the Spanish-American War; and his two sons, Richard Davis Golden and Dr. James S. Golden, served in World War II.



O'Neil



Addonizio



Quinn



Golden



O'Sullivan



Rodino

Congressman Golden is on the Post Office and Civil Service Committee.

Peter W. Rodino

Peter W. Rodino, Democrat, represents the district in New Jersey, the Tenth, which formerly sent Fred Hartley, of the Taft-Hartley Act notoriety, to Congress.

A veteran of more than five years in the Army, three and a half years of which were in overseas service, Congressman Rodino brings to the Veterans Committee, of which he is a member, important knowledge and understanding of the ex-GI's problems.

Born in Newark in 1909, Mr. Rodino was educated in New Jersey elementary and high schools and in the University of Newark and New Jersey Law School. Active in welfare activities of various types, Mr. Rodino taught public speaking classes in the Y. M. C. A. and Federation of Clubs, Newark, and organized and taught citizenship classes.

Among the first professional men to volunteer his services, Mr. Rodino joined up March 10, 1941, several months before Pearl Harbor. He was one of the first enlisted men to be commissioned overseas. He participated in the African and Italian campaigns and served with the First Armored Division and later was given special assignment with military mission coordinating operations of British and American troops for organization, training, and equipping of Italian army. He holds numerous military decorations, including Bronze Star, War Cross,

Order of Knighthood of Italy (awarded by King Umberto), Knighthood of the Sovereign Military Order of Malta, and combat theater campaign ribbons.

Congressman Rodino spearheaded the drive against Communism in the April elections a year ago in Italy and organized a good-will mission of ex-GI's to help sell democracy and was one of the speakers for the United Nations Children's Appeal.

Congressman Rodino, backed by labor, is a welcome newcomer to the ranks of liberals in the House.

Hugh J. Addonizio

The Eleventh District of New Jersey is also represented by an ex-GI, Hugh J. Addonizio, Democrat, of Newark.

Born January 31, 1914, Representative Addonizio was graduated from public school, high school, and St. Benedict's Preparatory School of Newark. He is also a graduate of Fordham University, where from 1935-39 he was Fordham varsity football quarterback on the famous "Seven Blocks of Granite" under Coach Jim Crowley. He had been all-state quarterback in his high school and prep school.

Entering the Army January 13, 1941, Mr. Addonizio went to officers' training school and was commissioned in the Infantry. He served 37 months overseas with the 60th Infantry, Ninth Division, and participated in eight major campaigns from the invasion of North Africa to the end of the war in Germany. His campaigns included

French Morocco, Tunisia, Sicily, Normandy, Northern France, Ardennes (Battle of the Bulge), Central Europe and the Rhineland.

Discharged in 1946 as captain, Mr. Addonizio is one of the relatively few combat officers to wear eight campaign stars.

Mr. and Mrs. Addonizio have two children. Congressman Addonizio is vice president of the A & C Clothing Company of Newark.

Congressman Addonizio serves on the Banking and Currency Committee.

T. Vincent Quinn

T. Vincent Quinn, Democrat, another labor-backed Congressman, comes to the House of Representatives after extensive experience in various posts involving the public interest. He represents the Fifth New York District.

Born in Long Island City, N. Y., March 16, 1903, Mr. Quinn received his education from public schools, and Bryant High School of Long Island City. He is also a graduate of Fordham University Law School. He was admitted to the bar in New York in 1925.

He served three years as assistant district attorney of Queens County, New York, and for the next three years, 1934-37, was assistant U. S. Attorney for the Eastern District of New York. From July, 1947, until his election to Congress he was Assistant U. S. Attorney General.

He is a member of numerous fraternal, social, and professional organizations. Congressman Quinn is on the Public Works Committee. He is married and has two children.

Unions' Big Role in ECA Success

LABOR has played a major role in making the first year of the Marshall Plan a success.

Through constructive support of free trade unions in the United States and Europe and by waging an unrelenting war against Communism organized labor has made a decisive contribution to America's foreign aid program.

Labor was praised for its work and support by Paul G. Hoffman, Administrator of the Economic Cooperation Administration, in testimony before a joint session of the Senate Foreign Relations Committee and the House Foreign Affairs Committee.

Aims of Program

Administrator Hoffman's statements were supported by the United States Special Representative in Europe, W. A. Harriman, and by extensive documentation contained in the ECA "Report on Recovery Progress and United States Aid."

The European Recovery Program is rounding out its first year this month and Mr. Hoffman appeared in mid February to testify as to progress to date and fiscal requirements for future operations of the foreign aid program. Last year Congress provided the structure and the funds for the most ambitious extensive foreign assistance program ever developed during peacetime. The aim of the recovery program, says the law written by Congress, is "the establishment of sound economic conditions, stable economic relationships, and the achievement by the countries of Europe of a healthy independent and extraordinary outside assistance."

How well has Europe started on this road toward stability? Have there been real signs of progress in the great task of reconstruction?

"Significant progress" has been made, Mr. Hoffman told Congress,

Supporting Free Trade Unions, Fighting Reds, Organized Labor Makes Outstanding Contribution To the First Year of Marshall Plan Progress

in "industrial production, agricultural production, trade, and financial stabilization." What are some of the signs of progress?

—Total output of factories and mines in 1948 was 14 per cent above that of 1947 and equal to pre-war.

—Steel output is exceeding pre-war (excluding Western Germany) and 25 per cent above that of 1947.

—Total output of electric power in 1948 was 65 per cent higher than before the war.

—Railway freight is one-third greater than pre-war.

—Crops in general in 1948 were one-fifth larger than in 1947.

—Production of fertilizer was one-fourth higher than in 1947.

—Exports were up (excluding Western Germany) by 20 per cent overall. United Kingdom showed a 25 per cent increase, Italy 50 per cent, and the Benelux countries (Belgium, Netherlands, Luxembourg) a 30 per cent raise over 1947.

—Progress has been made in mutual aid, fighting inflation, and in developing procedures and methods leading to greater financial and governmental stabilization.

Spend \$5 Billion

The U.S. made approximately \$5 billion available to Western Europe during the first 12 months of the European Recovery Program. With funds required for the period, April 1949 through June 1950 the total money being requested is approximately \$5.5 billion. Congress has been so favorably impressed by the need for the funds and the job being done that indications of approval have been given.

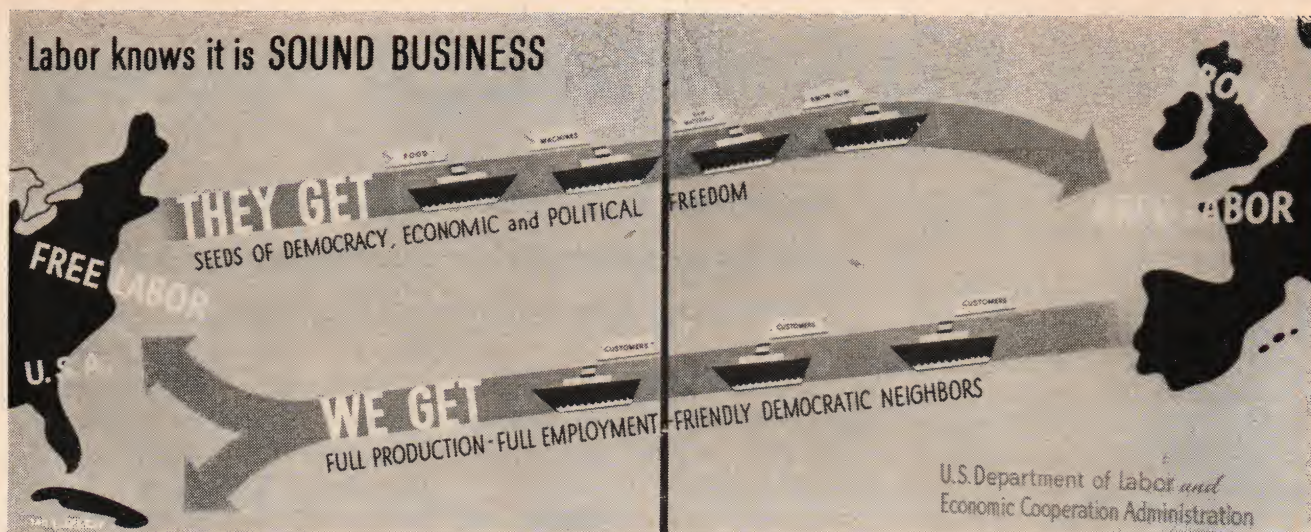
Much remains to be done before Europe is "out of the woods." In fact, from some points of view the year ahead, 1949-50, will be the most critical toward achieving economic targets. And in this task Congress has indicated it would support the ECA with legislation and funds. For none knows better than Congress that a stable and peaceful Europe is the best guaranty of our own future peace and prosperity.

Labor in Forefront

In formulating the plans, developing on-the-spot procedures and in carrying through the program to its success, labor has had a large measure of responsibility. Labor was represented in the planning of the European Recovery Program. The original committee which developed the recovery plan numbered among its members outstanding representatives of organized labor—including George Meany, secretary-treasurer, of the American Federation of Labor, and several others.

Following enactment of the Foreign Assistance Act setting up the machinery for the recovery program, steps were taken to continue the participation of labor in the administration of the law. In his report to Congress, Administrator Hoffman said, "The ECA, aware from the outset of the key significance of labor in the economic reconstruction of Europe, moved at once to take the steps needed to provide effective administration of the labor phases of the recovery program." And here were the steps taken to enlist labor's cooperation and participation:

1. Appointment of two labor advisers to head up the Office of Labor



Labor Department chart graphically depicts two-way benefits of Economic Cooperation Administration's work.

Advisers on the staff of Administrator Hoffman in Washington. They are Bert M. Jewell of the AFL and Clinton Golden of the CIO.

2. The Labor Advisers are supported by an experienced staff of assistants who are aiding in the work of accelerating the labor phases of the program.

3. A Division of Labor was set up in the office of the United States Special Representative in Europe, Mr. Harriman. Named for this job was former AFL economist, Boris Shishkin.

4. Labor Directors have been assigned to most of the Country Missions. These missions are special groups of American officials named to assist and expedite the requirements problems from the many countries and to aid in seeing that aid is wisely and efficiently used. These labor posts are manned by "practical, experienced trade union executives," reports the ECA.

Labor Information

5. Special attention is given in both the Washington headquarters office and in the entire European set-up for a constant flow of information to and from labor groups. Thus in most missions a labor information specialist is appointed to work closely with the chief of the mission on the labor problem. The job being done by the labor experts is to keep up a two-way flow of information—

to European labor and from European labor to American labor via our journals and union papers.

6. The use of all media of information is employed by the ECA as a whole and by the labor experts in particular—press, pamphlets, radio, charts, posters, motion pictures, and lectures. "Trans-atlantic" is a monthly newsletter issued by the Office of Labor Advisers. This newsletter goes to some 10,000 key labor figures in Europe and the United States.

Practical trade union leaders have been enlisted by the European Cooperation Administration to help man the staff and missions abroad. And in the recruitment of labor the AFL has been proud to contribute some of its outstanding men.

Boris Shishkin, AFL, heads the labor office in the European headquarters in Paris. Foster Pratt, member of the International Federation of Technical Engineers, Architects and Draftsmen's Union, is his assistant. James S. Killen is chief of the labor division in the United Kingdom. He is a member of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers and was formerly labor advisor to General Douglas MacArthur in Japan.

Victor J. Sjahohn is labor advisor to the mission in Sweden. He is from the Order of Railway Conductors.

Lee Smith of the Railway Signal-

men is Netherlands labor expert.

John E. Gross, former president of the Colorado State Federation of Labor, is labor chief in the mission serving Norway and Denmark.

Joseph Heath, a cardholder in International Brotherhood of Electrical Workers and on leave from the American Federation of Government Employees (AFL) is labor advisor in Greece, one of the largest missions in ECA.

Other Advisors

Albert L. Wegener, also a member of IBEW, is labor advisor to the mission in Belgium and Luxembourg.

Tom Lane, a member of the Bricklayers, Masons and Plasterers International Union of America is on leave to ECA as labor advisor in Italy.

Daniel T. Cruse of the IBEW is on Shishkin's staff in Paris.

In addition to these trade union experts, most missions have a labor information officer who works closely with the labor advisor and mission chief.

"Labor's participation," said Mr. Hoffman in his report last month to Congress, "in the ECA's entire program not only reflects the broad and unremitting support given it by labor in the United States, but also reinforces the confidence and cooperation given to the ERP (European Recovery Program) by

the men and women who work in Europe's factories, offices, transportation systems, fields and mines.

Labor is a key factor in the success of the recovery program as well as a key target of the Communists who are seeking to undermine the Marshall plan efforts. Emphasizing the role of labor, Mr. Hoffman said that no group has a greater take in the success of ERP than European labor. Every measure necessary to achieve recovery objectives affects labor directly and "almost all recovery policies and measures require labor's support to be successful."

'A Standout Job'

Western European trade unions were among the first and strongest supporters of the Marshall Plan. Just one year ago this month leadership of the labor groups was undertaken by the European Recovery Trade Union Advisory Committee (ERP-TUC). Organized March 9-10, 1948 at the First International Trade Union Conference in London, the ERP-TUC now consists of 23 trade union federations in practically all the participating countries and in the U. S.

Labor has done a standout job in supporting the Marshall plan here and abroad, but the task has not been easy nor simple, for labor has been the target—the principal target—of the Communist effort to wreck the recovery program. Labor more than any other groups in the European continent has been singled out by the Communists for special treatment with propaganda against ERP. "This action" says the ECA, "indicates the vital role labor plays in the European recovery effort."

How have the Communists tried to undermine the Marshall Plan through hitting at European labor? What methods and techniques have they used?

In the first place, the Soviets tried to work through the World Federation of Trade Unions. This international labor organization was formed in 1945 in an atmosphere

of allied unity. The AFL has always been highly dubious about this organization and has opposed participation of American trade unions in its membership. The AFL refused to join, but the Congress of Industrial Organizations did join up. The AFL has officially criticized the CIO and has called attention to the dangers of membership in the WFTU. Our own union has spoken out. In last month's *TEAMSTER*, we referred to the WFTU matter editorially.

The WFTU sought to prevent discussion of the Marshall Plan in its meetings. Following this attempt, the rift between Communist-dominated and non-Communist groups widened and reached a climax a few weeks ago when the CIO, British and Dutch representatives withdrew from membership.

The Communists use no one set pattern of opposition to the recovery program. They adapt methods to meet local conditions country by

country. What may work in one country may not necessarily be successful in another. The Communists, moreover, employ many methods of propaganda—radio, speeches, movies, press, pamphlets, organizations, etc. In most countries and in most media the propaganda work says, ECA, "is conducted with a high degree of technical skill."

Strong Red Blocs

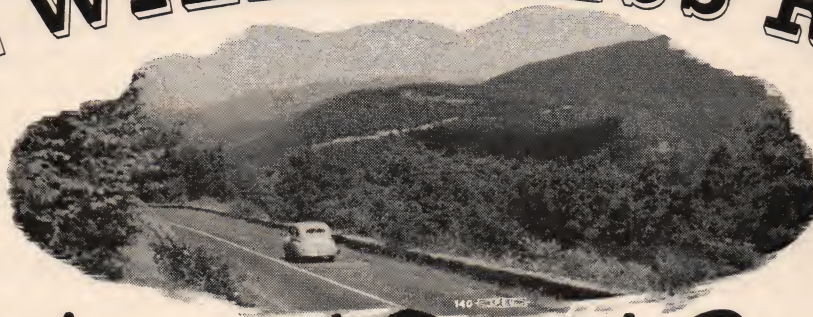
Most dramatic examples of Communist propaganda and efforts are in France and Italy. In France, the Communist dominated the labor picture and the General Confederation of Labor (CGT) and were able to muster over a million members and five million votes—the strongest European Communist party outside of the Soviet orbit. Opposition to American aid plans began in September 1947 with blows struck at the French economy. Strikes in basic industries led to

(Continued on page 30)



They figure in ECA. Clockwise from upper left: Bert Jewell, Albert L. Wegener, Lee R. Smith, Foster J. Pratt and John E. Gross. In center oval is Paul G. Hoffman, ECA Administrator, who has praised labor's role in recovery program.

THE WILDERNESS ROAD



Pathway of Daniel Boone

DIPPING southwest from Martinsburg, W. Va., down between the scenic Shenandoah range and the Blue Ridge mountains of Virginia is a route which has few rivals in beauty in the United States.

This route passing from West Virginia through Virginia, northern Tennessee and terminating at Louisville, Ky., is known as the "Wilderness Road." It has also been called "Boone's Trail" and more recently the "Dixie Highway."

In previous articles in this series of historic highways we have considered routes which have played leading roles in the great migration of settlers in days gone by and in many cases still are leading arteries of traffic connecting great sections of the country.

East-West Lane

The National Road was a traffic lane from East to the Western Country in the 19th century. The Pony Express Trail traversed a section of the western trails which carried the Argonauts or gold-seekers to California exactly one hundred years ago.

The Santa Fe Trail connected our Southwest with the rest of the United States on the north and with Mexico on the South.

El Camino Real was part of a great network of "kings highways" in the days of the Spanish influ-

ence and we know it today as a busy and spectacular section of highway on America's Pacific Coast.

The Old Boston Post Road and the Lancaster Pike played important roles in early days of the nation.

Like these other highways, the "Wilderness Road" was greatly influenced both by the geography of the country and the desire for the fledgling Republic to expand westward.

Mountain Problems

A quick look at the map will indicate the geographic nature of the early highway problems. Settlers on the Atlantic seaboard wanted to get west in the easiest possible fashion. Pioneer travel was not easy under the best of conditions and the mountain ranges of America's South presented special problems. It was



A road scene along The Wilderness Trail, framed by one of the tunnels which lower the mountain grades.

natural, therefore, that the highway would follow what might be called the line of least geographic resistance.

Settlers wanted to go into the Virginia country and on westward into Tennessee and Kentucky. The great natural trough between the two mountain ranges of Virginia offered almost an ideal route—with the Blue Ridge range on the east and the Shenandoah and Alleghanies on the west. The road went down this trough going through Harrisonburg, Staunton, Lexington, Natural Bridge, Salem, Marion, Abingdon and down to Bristol in the extreme west of Virginia.

Route Is Traced

One section of the old trail dipped down into Tennessee along the Holston river, roughly speaking, thence upward toward famous Cumberland Gap. From Bristol and Gate City the main trail went directly westward and met the switch-off at Cumberland Gap. This spectacular geological formation, the product of natural forces eons ago, was truly the gateway to and from the South and was destined to play a prominent role in the War Between the States.

From Middlesboro the route went north and northwest to Barbourville, Ky., London, and Hazel Patch before splitting into two branches,

the main one going via Mount Vernon, Stanford, Danville, historic Harrodsburg, Bardstown, Sheperds-ville and Louisville. The branch-off went northwest to Boonesborough and Winchester with another branch going from this leg of the route to Lexington.

It can readily be seen that the route itself traverses some beautiful country including the mountains of Virginia, sections of which have been incorporated into national park areas of TVA country and on up through the justly famous blue grass area of Kentucky known the world over for its fine horses.

Road of Great Men

Great names in American history have been associated with the Wilderness Road in various eras of its existence. Each name evokes associations of some colorful era in Americas past—Daniel Boone, George Rogers Clark, Henry Clay, Daniel Calhoun, the great Bishop Francis Asbury, General U. S. Grant and a number of generals on both the Union and Confederate field staffs, Abraham Lincoln and others.

The story of the Wilderness Road goes back to America's early settlements in the 1600's and the attempts of the Indians to keep the tide of settlement from dispossessing them from their hunting grounds. Some of the bloodiest massacres in American history took place along the Wilderness Road country in the 17th and 18th century.

But despite Indian conspiracies and attempts to keep the white man out, the relentless tide of early empire swept westward and its chief route in the early days was along the Wilderness Road, as far as the western Virginia, Tennessee and Kentucky country sections were concerned.

One of the greatest and most colorful of the trail blazers was Daniel Boone, famed as woodsman and Indian fighter. He took on the job of clearing a 200 mile trail with a crew of 30 picked woodsmen.



The Wilderness Trail is sometimes called the "Boone Trail." This illustration is from a painting based on one of Daniel Boone's famous marches westward to help win the West for the new nation.

The men were to be paid in acreage after the job was finished. He began his 200-mile task March 10, 1775. They followed old buffalo traces and Indian paths in much of their trailblazing. Near the end of their operations they were attacked at night by Shawnees, but Indian attacks were constant problems whether of trail blazers or settlers passing through to the Kentucky blue grass country.

Some 20 years later when the demand of internal improvements grew, Boone felt that he should be selected to help in the job. The old woodsman had served his fellowmen well and had little to show for it. He wrote offering his services, but was turned down.

The governor wanted to make the Wilderness Road big enough for wagons and teams, but unfortunately for the aging Boone, two other men were selected. On October 15, 1796, the two commissioners, Joseph Crockett and James Knox, announced in the *Kentucky Gazette* that "THE WILDERNESS ROAD from Cumberland Gap to the settlements in Kentucky is now completed. Wagons loaded with a ton weight may pass with ease. . ."

Another colorful frontiersman

who has not won his just place in American history travelled the Wilderness Road and knew well the Virginia and Kentucky frontiers. This man, George Rogers Clark, like Boone had little to show for his great efforts when he died, but during his period of great activity he won a substantial section of the West for the new nation.

Spirit of Independence

In the 1770's with the developing spirit of independence among the Americans, efforts were made to see that His Majesty, the King of England, would assure himself of rich lands west of the Allegheny mountains. The British had bested the French in North America in the French and Indian Wars ending in 1763 and were ready to assert their rule over the rich lands to the south of the Great Lakes and west of what we now know as Pittsburgh.

Governor Henry Hamilton had been assigned to the job of winning the West for the crown. Thus there developed bloody rivalry for the territory including the states we now know as Ohio, Indiana, Michigan, Illinois and Wisconsin. The British governor enlisted the aid of Indians to fight the Americans

and he became known as the "hair-buyer general" because he paid the Indians a bounty for American scalps.

Knowing of the dangers in the West, Clark offered Governor Patrick Henry, his services to win the western country for the colonies. There was considerable dickering on terms and conditions when Clark asked for 500 pounds of powder and authority to raise a militia force. The tale of George Rogers Clark and his spectacular frontier military feat which came to a climax with the capture of Fort Sackville and Lord Henry Hamilton February 25, 1779, is one of the most courageous in the saga of heroism. Fort Sackville was the key post for the entire Northwest; it was located at Vincennes, Ind., a French trading post established on the Wabash more than 70 years before the fall of Sackville.

A Wily Leader

Wading across swamplands in the dead of winter, making marches and counter-marches to fool the British into believing he had a tremendous army, taxed the best of his qualities of fortitude and leadership. The fall of Vincennes meant that the Northwest Territory was to be in the union and not a part of the British Empire. But Clark got little thanks for his mag-

nificent deed. Twenty years after he died, George Rogers Clark's estate was allowed \$30,000. In his declining years he became embittered and said, "When Virginia needed a sword, I found her one. Now I need bread."

Pioneer Honored

Today at Vincennes, Ind., stands a magnificent memorial to Clark, built by the Federal Government and the state of Indiana on the site of old Fort Sackville. Thus the man who knew and used the Wilderness Road to win five great states for the American colonies is belatedly honored by the nation that did him scant justice in his lifetime.

Making internal improvements was always a long and slow process for the struggling young nation. It is interesting to note that the improvement which an early governor wanted to make—widen the trail to accommodate teams and wagons—aroused considerable opposition by one class of tradesmen, the packhorse men. These packhorse men would hire out to settlers to help transport their goods through the Road. They said that the new road would seriously hurt the important business of horse breeding in Kentucky. But the packhorse men were casualties to progress; the road went through and improvements were made.

One of the most famous characters to traverse the trail country was Bishop Francis Asbury, a zealous Methodist, who travelled for 40 years in the eastern half of the U. S. in his ministry. One of the most energetic men of God in the early days of America, Bishop Asbury is said by one authority to have crossed the Alleghenies 60 times, ordained more than 3,000 preachers, preached more than 17,000 sermons, all of which took 275,000 miles of travel by horse.

The Wilderness Road section near the Cumberland Gap area proved of strategic importance during the Civil War. The Gap was a gateway to the South by the invading armies of the North. And if the Gap could be held, the Confederates saw that they could win important strategic advantages. General U. S. Grant is said to have remarked when he studied the geography of the region and saw the importance of Cumberland Gap, "With two brigades of the Army of the Cumberland I could hold that pass against the army which Napoleon led to Moscow."

Natural Beauties

Observations on the scenic and historic aspects of the Wilderness Road would be incomplete without some mention of the natural beauties of the region transversed by this historic highway. Best known are the Shenandoah National Park with famed Skyline Drive, Blue Ridge Parkway in Virginia, Mammoth Cave in Kentucky and Great Smoky Mountains National Park in Tennessee a little to the south of the point at which the Wilderness Road dips into northern part of the state. The Federal Government has been building beautiful parkway areas, highways and installations for the tourists pleasure in the scenic areas. This part of the United States, where now we find the magnificent park areas, is the subject of much story and legend. Theodore Roosevelt wrote about it in his "Winning of



The Wilderness Trail traverses some of America's most picturesque country.

(Continued on page 32)

Wins Reward



All Pittsburgh is proud of Teamster Albert Kaminski, who recently reassured his fellow citizens' faith in human honesty. Brother Kaminski, a member of Local Union 205, was substituting on a milk delivery route when he picked up a handkerchief. Later, he found \$1,221 had been wrapped up in the handkerchief. Looking through newspaper advertisements, the Teamster learned Dr. James V. Carr had lost the money and returned it to the doctor. After bestowing a \$125 reward on Teamster Kaminski, the doctor's wife commented: "It's certainly nice to know that there are a few honest people around today." Many Pittsburgh citizens wrote newspapers praising Brother Kaminski's actions.

Community Chest Honors Teamster

William H. Tappe, secretary-treasurer of Local Union 485, Pittsburgh, Pa., has been elected secretary of the Allegheny County Community Chest.

Brother Tappe, who has served as a member of the chest's board of directors for the past three years, is also a delegate to the Chest Council and was a member of the finance and budget committee. He also is recording secretary of Teamsters' Joint Council 40 and chairman of the council's legislative committee.

In recent years, Teamster organizations have taken a leading role in Chest activities in Pittsburgh area.

Teamster Jurisdiction Violated

New York Local of Distillery and Rectifying Workers Defies Own International President

DESPITE wires and letters from Daniel J. Tobin, general President of the Teamsters' International, from Joseph O'Neill, general president of the Distillery, Rectifying and Wine Workers International Union, and from Patrick Sullivan, business agent of the New York Local Union 818, Inland Warehousemen, Ben Pross, executive business manager of the Wine and Distillery Workers Union Local No. 1, has continued to defy Teamsters rightful claims of jurisdiction over liquor warehousemen in the Browne Vintners operation in New York.

Pross thus far has refused to abide by instructions sent him by his own president and is reported to have black-listed the products of Browne Vintners Company because it refused to execute an agreement with his union for the warehouse employees.

General President Tobin's wire expressly states that "There can be no misunderstanding that jurisdiction over all warehousemen back of actual waterfront is the jurisdiction of the International Brotherhood of Teamsters.

"It is the duty of every local union and every joint council to religiously adhere to the protection of local unions and support them in their claims for jurisdiction whenever this procedure is infringed upon by any local union, Federal or national union. No other body within the International Union has any authority to pass upon questions of jurisdiction as it pertains to disputes between the AFL International Unions, local unions or Federal unions except the International Brotherhood of Teamsters. Sole duty of joint councils is to pass upon the question of allocating jurisdiction between local unions with-

in their area of affiliation and then, of course, the right of appeal from that decision is given to the local union or the joint council.

"We are now confronted with an instance in New York where the Distillery Workers International or its local union is attempting to infringe upon our local union in New York for this classification of employees. We will resist this with all authority of the International Union and if necessary throughout the United States and Canada by action directed against the Distillery Workers International Union unless this matter is immediately disposed of in New York."

Warehouse Planned

In a letter sent to John O'Rourke, president of the New York Joint Council, Sullivan stated that the company has, since March 1, intended to open its own warehouse, but the jurisdictional dispute has prevented it from doing so.

He also said that this company's product has been handled exclusively by Teamsters, members of Local 818, for the past 15 years. Company officials were said by Sullivan to be willing to recognize the Teamsters' jurisdiction with the establishment of their new warehouse, but the threats and boycotts of Pross' organization has prevented them from doing so.

Spokesmen for Local 818 further asserted they had never, at any time, relinquished rightful jurisdiction to 10 other warehouses where Pross' men are nearing expiring contracts, and at the proper time pressure would be brought to bear to obtain proper recognition.

At the present time Local 818 has established a picket line in front of the company warehouse to enforce its proper recognition.

Washington Local Is Honored on Anniversary



A half century of progress is celebrated at anniversary dinner of Bakery and Sales Drivers Local Union 33.

A dinner at the Mayflower Hotel in Washington, D. C., celebrated the 50th anniversary of Bakery and Sales Drivers Local Union 33. The Washington bakery drivers were organized, along with journeymen bakers, in the Knights of Labor in the late 1880's.

In the early 90's, they succeeded in obtaining a special charter from the Knights of Labor as drivers, enabling them to withdraw from the bakers' union. In 1899, the drivers became affiliated with the American Federation of Labor.

Among the guests at the honorary dinner were Executive Vice President Dave Beck, AFL President William Green, Frank Tobin, statistician for the International Brotherhood of Teamsters; Fred Tobin, manager of the Teamsters' Washington office; William A. Lee, president of the Chicago Federation of Labor and chairman of the National Conference of Bakery and Sales Drivers; Harry Cohen, president of the Maryland State and District of Columbia Federation of Labor; George Frazier, president, Local 485, Pittsburgh; William Marshall, business agent, and William Tappe, secretary-treasurer, Local 485.

David Kaplan, economist for the Teamsters' International; Tom Fox,

Carl Herring and Fred Fox, charter members of the bakery drivers' local; Albert Dietrich, International representative; John Backus, member of the Philadelphia Joint Council; George Dietrich; Louis Spiess, attorney, Master Bakers' Association; Al Sabin, Local 463, Philadelphia; J. Albert Woll, general counsel for the Teamsters' International and the American Federation of Labor; and many drivers from Philadelphia, Baltimore, Newark, Chicago, and other cities.

Inspiring addresses were made

by Executive Vice President Beck, President Green, General Counsel Woll, Fred Tobin and William A. Lee.

Present officers of Local 33 are: Charles M. Andre, president and association business agent; Robert Lester, secretary and business agent, and C. J. Bolen, who has held the office of secretary-treasurer for 30 years.

Brother Tom Fox held various executive offices in the local for 35 years, and Brother Herring was its president for 25 consecutive years.

Beck, Hoyt Address Truckers

Appeals for labor-management cooperation were sounded by two national figures—one from organized labor, the other from management—at the Western Highway Institute at Las Vegas, Nevada.

Representing labor, Executive Vice President Dave Beck told the Institute that the conference table method for settling disputes is the sound rule for labor and management to follow.

"We must live in the spirit of cooperation every day," Beck declared.

The Teamster official warned the truck operators that unless the ICC regulates the industry effectively the

gypsy operators will cause serious injury to all over-the-road common carriers.

A second plea for cooperation was made by Palmer Hoyt, editor of the *Denver (Colo.) Post*, who declared that the key to future prosperity rests in labor-management cooperation.

He described union labor as a steel band holding our civilization together.

"Courtesy and Safety" was the keynote slogan of the conference, which studied problems of safety education for drivers and matters regarding truck insurance.

ICC Needs Aggressive Attitude

CHARLES DICKENS pointed out in *Oliver Twist* that the thief was the first to raise the hue and cry. While running to safety the crook accuses the innocent bystander in order to divert the attention of the police away from his own crime. Similarly, the truck-leasing elements have been pounding their breasts before congressional committees, government bureaus, luncheon clubs, etc., alleging the necessity for the Taft-Hartley Law, the Hobbs Act and other restrictions on the activities of the truck driver in order to ply their own wicked practices without interruption or restraint. Their booty in this strategy has topped all profits ever achieved by a public utility operating under an Act of the Congress of the United States. The proof of this is in the Government record of the present truck-leasing case (Interstate Commerce Commission—MC-43).

Evil Features

It is in order at this time to point out a few evil features of the trucking industry which are lost in the statistical details of the Government bureaus. The most obvious trait of the highway freight hauler today is that his methods of doing business have remained primitive, with practically no change since the passage of the Motor Carrier Act in 1935. On the other hand, the technological development of the truck, the increase in the size and number of trucks in operation, the improvement and expansion of our highway system, the increased cost of operation of competitive transportation have merely attracted into the industry more low-grade, financially unsound, dog-eat-dog adventures—living by their wits rather than by any beneficial contribution, physically or otherwise, to the national transportation establishment. It is the duty of the Interstate Commerce

Truck-Leasing Elements Pound Chests In Washington; Evils of Industry, Hidden In Government Bureaus, Are Exposed

Commission to prevent the intrusion of unscrupulous managements into the motor carrier field; to forestall the breakdown of all safety provisions on our highways; to take a vigorous position in regulating freight rates; and to take measures to protect the public from radical disturbances of marketing conditions.

Aggressiveness Needed

An aggressive attitude must be taken at this time by the Interstate Commerce Commission to abolish the practice by shippers of forcing low demoralizing freight rates upon the carriers by "shopping around" among the owner-operators and brokers. At the present time, the selfish interests of each group are prevailing over the public welfare. Lower freight rates, obtained through the disregard of all safety standards, through the erratic services of poorly trained and irresponsible truck operators, and through the financial desperation of owner-drivers with no knowledge of operating costs, are not advantageous to the community. The financial and competitive difficulties of the broker and owner-operator cannot be ignored any longer by the Interstate Commerce Commission, since all regulation of trucking and railroad-ing is undermined by this critical condition. The full regulatory attention devoted to the railroads should be applied to trucking.

Rates Unsound

Freight rates, which are depressed principally by the device of truck leasing, are unsound and unlawful

because such rates destroy both the rail and highway agencies of transportation.

The ghastly misleading refuge called "flexibility," within which all the sharp, brutal conniving of the industry hides, must be just and reasonable in size if the public interest is to be the guiding spirit of Interstate Commerce Commission truck-leasing regulation. The Commission should invalidate the maneuvers of the truck leasers wherein they have assumed the power of authorizing new and additional trucking lines and facilities to divert traffic from existing lines. Such competition injures the public welfare because it endangers the financial and economic well-being of our rail and highway transportation as well as wasting capital for false scheme, lacking justification for necessity and convenience.

Stiff Competition

The railroads are up against the stiffest competition in their history due to the truck-leasing practices in the motor carrier field. The normal labor costs in a trucking operation is in the neighborhood of 50 per cent of the total operating costs. When the labor cost approaches a negligible percentage of total operating cost, and the gasoline, equipment and other running costs are borne by a myriad of trusting, inexperienced-in-business drivers, a road transportation franchise holder receives a premium only because of his Interstate Commerce Commission certificate, the amount of such tribute depending solely on his ability to ensnare new victims for the equipment manufacturers.

Teamster Reports on Sea Trip

'Stayed Away from Rail' on Shakedown

Voyage of Navy's New, Super Cruiser



Teamster Mills (right) inspects new gun turret of automatic eight-inchers.

ADES MOINES, Iowa, Teamster got off his horse long enough the other day to go sailing.

The Teamster went sailing on a 10-day "shakedown" cruise of the new \$75,000,000 United States cruiser *Des Moines*, recently commissioned at the Boston Navy Yard.

The Teamster is Ray Mills, president of Joint Council No. 45 of the Des Moines Teamsters, who was invited by Mayor Ross and the Navy to be a representative of labor in a group of eight from Des Moines to go along for the ride.

It is believed one of the few times in history that a representative of labor has been invited to make such a trip.

The cruise started at Norfolk, Va., and ended at the United States Naval Base, Guantanamo Bay, Cuba. After a short stay there, Mills and his companions were flown back to Washington, D. C., by Army Air Transport.

"It was a delightful and exciting experience," reported the Des Moines Teamster.

Teamster Mills allows he proved a good sailor and stayed away from the ship's rail.

The cruiser *Des Moines* is the heaviest "heavy" cruiser in the world and the first ship of the Navy to mount completely automatic eight-inch guns.

There were over 1,150 officers and men aboard ship on the trip. When the ship cruises along at about 15 knots, it takes about 1,000 gallons of fuel oil an hour, but burns 3,500 gallons when it hits 35 knots. Fuel tanks on the *Des Moines* hold 750,000 gallons.

The drinking water is distilled from sea water and the ship uses 31,000 gallons each day.

On the trip Mr. Mills and companions were feted aboard ship and at the Cuba naval base. On one occasion the group embarked on a deep-sea fishing expedition "without much result," the Teamster said.

Members of the group were assigned staterooms and for one meal took "potluck" in line with the enlisted sailors on board. Mills' escort

at mess was an Iowa boy, Donald Wiltgen, of Alton.

Said Teamster-Sailor Mills, when he got his feet on the ground in Des Moines after arriving back home:

"The meals were wonderful, the scenery was great and the Navy's hospitality was second to none, especially that extended by the cruiser's captain, Alvin Duke Chandler."

Labor Playing Key Role in ECA

(Continued from page 23)

formation of a new labor party and a split in the CGT. The new party Force Ouvriere (Workers' Force) was headed by Leon Jouhaux who had been secretary-general of the CGT since before World War I and a great figure in international activities.

Last fall, October 1948, the Communists led action against the economy and the Marshall Plan in desperate strikes aimed primarily at coal. The aim was political rather than economic and obviously a device to sabotage the mines. Even maintenance workers were called out, an extreme action never done even under the Nazis. After eight weeks the strike was broken, but France had lost millions of tons in production, and many mines were seriously damaged and the labor movement in France was hurt.

The Communists are a perpetual source of harm in France and compromise a body of opposition which must be overcome if the ERP is to succeed.

Communists have been active in practically all participating countries, but their successes have been relatively slight. Free labor has waged a constant battle against Communist efforts, a battle in which our European brethren have been aided and supported by free American workers. If American workers continue their efforts, we can hope that 1949-50 will be another year of success and that the vast work yet to be done in the Marshall Plan will come a long step nearer realization.



Gadget Gear Shift Produces Coins Fast



For the gadget-minded driver, a New England inventor has come up with a device which might prove a fumble-saver at toll bridges and ferries. It is a gear shift knob with graduated heights for different coins.

The dispenser is designed to take any coin in any sequence, from a penny to a quarter. The driver simply presses a nickel, dime or quarter into the gear shift knob; then when he needs a bit of change in a hurry, he slips out the coins.

The gear shift knob has adapters which enable it to fit almost any standard gear lever, the maker says. The knob is made of acetate plastic and comes in a variety of five colors.



Safety Jack Eliminates All Manual Handling

A new line of drum safety jacks features a spotting device which the manufacturer says will place the jack exactly in position for raising the vehicle when the wheel rolls onto the jack wheel dolly.

The jack wheel dolly carries the full weight of tire and wheel at all times. Dolly is equipped with heavy rollers and mounted on a track integral with the

jack. According to the maker, it does all the work of removing and replacing heavy wheels and tires, eliminating all manual handling. It also is removable for use as a carrier to move heavy wheels. The jack is manufactured in five sizes, ranging from 1½ to 12 tons.



Advantages Are Claimed For New Brake Blocks

Sheet aluminum backing and new precision grinding processes for finish forming are features claimed for a new line of brake blocks. Bonded to the shoe side of the finished blocks is soft, 10-gauge sheet aluminum, becoming an integral backing liner. In addition to increasing overall strength of the block, the liner makes possible increased contact between block and shoe for more efficient heat dissipation, greater holding power and greater resistance to breakage of bolt holes, according to the manufacturer.

Precision-finish grinding holds block radius dimensions to within two-thousandths of an inch and can control width and thickness dimensions to within five-thousandths of an inch.



Trucking Novel Combines Romance and History

"Roaring Wheels," an authentic trucking novel by G. T. Whitson, has won acclaim as a romantic story based on the practical, every-day routine of any large transcontinental trucking company. The book also relates facts regarding the history of truck transportation and its role in the nation's economy.

If unavailable at book stores, "Roaring Wheels" may be ordered from Dorrance & Co., publishers, the Drexel Bldg., Philadelphia, Pa. It is priced at \$1.75.



Automatic, Under-Hood Fire Extinguisher Made



An automatic, under-the-hood fire extinguisher for cars, trucks and tractors is now on the market. With an exceptionally high quality carbon tetrachloride used undiluted, the new unit is said to be as effective in automotive use as records show its stationary counterparts have been in commercial, industrial and residential uses.

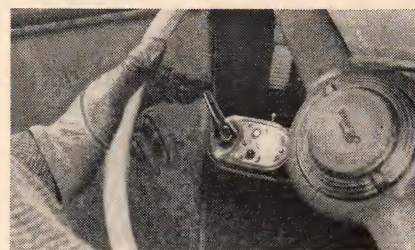
Major advantage claimed by the manufacturer is the device's automatic discharge without the need of anyone present. Whenever the engine compartment temperature reaches 255 degrees, the extinguisher instantly goes into action.

Citing government statistics which claim that 55.6 per cent of all auto fires occur after a collision or other types of accidents, the manufacturer claims his automatic extinguisher is a boon to safety, since it would combat flames if drivers and occupants were too stunned to fight flames after a collision.

Automatic release of the extinguishing fluid is accomplished by the action of a coiled spring plunger, which is unleashed by melting of a fusible clip. Because the boiling point of pure carbon tetrachloride is only 168 degrees, the fluid leaves the container in vaporized form, enveloping and smothering the flames.



Device Synchronizes Stop and Warning Lights



A device has been introduced which will operate and synchronize all stop and warning lights on all types of vehicles, its manufacturer claims. The synchronizing unit, adaptable to 6 or 12 volt systems, contains a small electric motor which is controlled from a steering column switch.

With the synchronizer, the maker states, it is possible for the driver of any vehicle to signal his intentions in rapidly blinking lights visible from all points of the compass. No additional lights or fixtures are required, the manufacturer adds. All existing running lights, plus directional and stop lights, are simply wired through the synchronizing control device and receives from it the accurately timed impulses which produce 70 to 80 flashes a minute. Power is drawn from the conventional battery, but the maker says excessive drain on the battery is prevented by the device's basic design. It is claimed there are no magnetic contacts to create such a drain by sticking.

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C. In making inquiries, correspondents should specify items in which they are interested.

Relax WITH US

Punounce Sentence!

Milton: "What did the calf say to the silo?"

Beare: "I don't know."

Milton: "Is my fodder in there?"

★

Ticklish Problem

Father was furious; his shaving-brush was missing.

"Doesn't anybody know where my shaving-brush is?" he thundered.

"N-n-no," answered a small voice from the nursery; "but Willie's wooden horse has grown a new tail!"

★

Fowl Humor

"Yes," said the boarder, after vainly attempting to carve the spring chicken, "the hen is mightier than the sword."

★

Hello Peggy

In the kitchen of the Meek household the little woman was busy with pots and pans, while in the parlor the "Lord and Master" of the establishment held subdued converse with his neighbor, Mr. Thompson.

"I thought your wife's name was Susan," observed Mr. Thompson, "why do you call her Peggy?"

"Oh," replied Meek, "Peggy's a little pet name I have for her."

He leaned forward and dropped his voice almost to a whisper. "You see Peggy is short for Pegasus; Pegasus was an immortal steed; and an immortal steed is an everlasting nag!"

And then in a louder voice, "Yes Peggy, I'm coming right away!"

Dirty Little Sinkers!

The little doughnut said to the big pompous layer cake, "If I had your dough I wouldn't be hanging around this hole!"

★

Dealer's Choice

Overheard at a teamster poker game: "Say, Hank, I just saw George deal himself four aces from the bottom."

"What of it? Wasn't it his deal?"

★

Root of Evil

Wife: "And what would you be now if it wasn't for my money?"

Strife: "A bachelor."

★

Stupid Steno

Boss: "I had to fire the secretary I hired this morning."

Dispatcher: "Didn't she have any experience?"

Boss: "None at all. I told her to sit down, and she looked around for a chair."

★

Two-Tone Job

"Why is your truck painted blue on one side and red on the other?"

"Oh, it's a fine idea. You should hear the witnesses contradicting each other."

★

Simple Reason

Ma: "Why don't you treat your father with the proper respect?"

Junior: "Well, Ma, I never liked that man."

Kenosha Teamster Wins Driver Award

For his safety record and for "an outstanding deed of heroism and courtesy," Bernard Jensen, member of Local Union 95, Kenosha, Wis., has been named Wisconsin's "driver of the month."

Brother Jensen, a driver for Yule Truck Lines, was credited with

saving the life of a motorist who was pinned in his car after it had crashed and burst into flames.

Grabbing his fire extinguisher, the Teamster ran to the smashed car, put out the fire and released



Bernard Jensen

the unconscious driver.

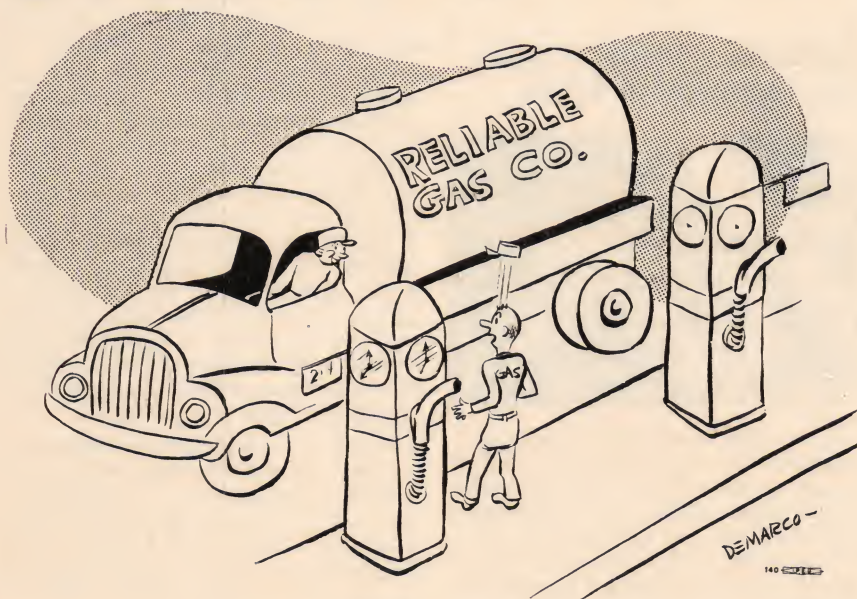
The "driver of the month" award was made to Jensen by the Wisconsin Motor Carriers' Assn. in co-operation with the American Trucking Associations. He was to be honored at a banquet sponsored by his employer and is to receive awards and prizes from the trucking line, the International Harvester Co., the Continental Casualty and Insurance Co. and Local Union 95.

Wilderness Trail Laid by Pioneers

(Continued from page 24)

the West," Winston Churchill in "The Crossing," and John Fox, Jr., in "The Trail of the Lonesome Pine."

Today so extensive is the highway development in the South that it is sometimes difficult to pick out the old Wilderness Road site, although a look at a relief map will show the great trough down through Tennessee and the loop northward. The road southward we know today as U. S. No. 11 or the "Robert E. Lee Highway" and farther to the west today we see U. S. No. 25. The road has both scenic attractions and transportation conveniences.



"Fill'er Up."

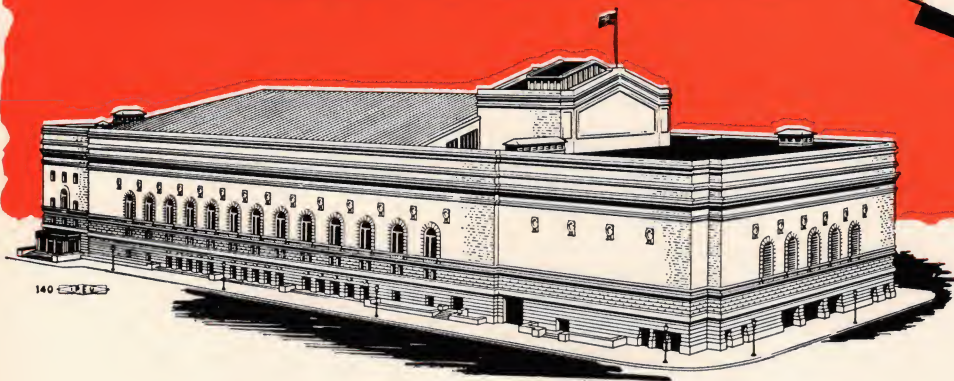
GREATEST LABOR SHOW ON EARTH

1949

UNION INDUSTRIES SHOW

CLEVELAND, OHIO

MAY 18-19-20-21-22



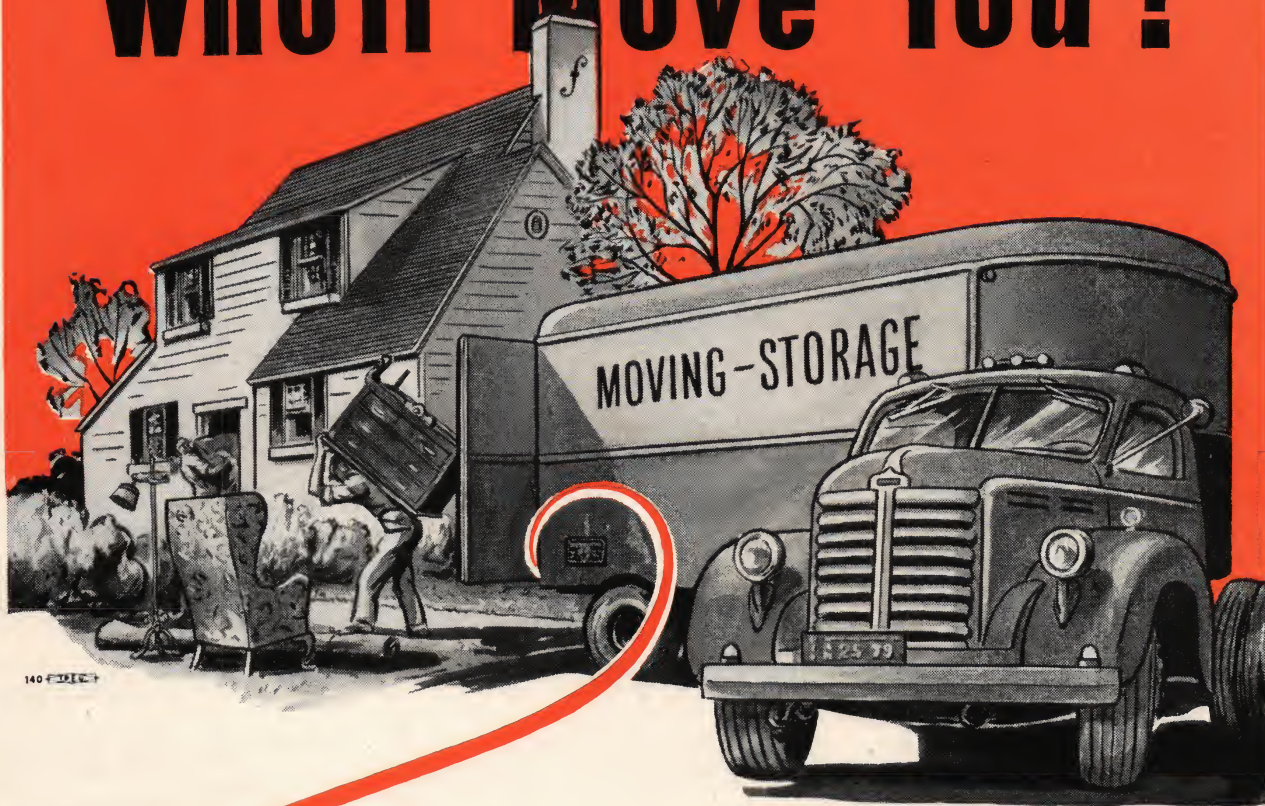
The International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers again will take a leading part in the Union Industries Show. The role Teamsters play in making America great will be dramatized. Top entertainers will perform daily. Premiums and merchandise will be given away. See it!

See American **UNIONISM** on parade

4th UNION INDUSTRIES SHOW

I. M. ORNBURN, Director

Who'll Move You?



Be sure a
**UNION
MOVER**
does the job

Spend your wages
the union way